

Entered at Stationers'

3rd Mo. (MARCH) 1st, 1847.

No. 164



Price Sixpence

BRADSHAW'S
MONTHLY RAILWAY AND STEAM NAVIGATION
GUIDE,

FOR GREAT BRITAIN, IRELAND, & THE CONTINENT,

CONTAINING

A CORRECT AND OFFICIAL ACCOUNT OF THE HOURS OF DEPARTURE, DISTANCE AND DURATION OF
TRANSIT, OF THE TRAINS ON EVERY RAILWAY THROUGHOUT THE UNITED KINGDOM:

MONTHLY ALMANAC AND TIDE TABLES:

ALPHABETICAL LIST OF THE STEAMERS,

WITH THE TIMES OF SAILING FROM EVERY STATION THROUGHOUT ENGLAND, SCOTLAND, WALES AND IRELAND
HOME AND FOREIGN PORTS, AND ALSO FROM FOREIGN STATIONS TO BRITISH PORTS, &c.:

THE SAILING OF HER MAJESTY'S MAIL PACKETS

PUBLISHED OFFICIALLY IN THIS WORK BY AUTHORITY OF
THE LORDS OF THE ADMIRALTY:

WITH A

GREAT VARIETY OF MERCANTILE AND OTHER USEFUL INFORMATION

ILLUSTRATED BY A SPLENDIDLY EXECUTED

TRAVELLING MAP OF THE RAILWAYS

Of Great Britain and Part of Ireland,

WITH NUMERICAL REFERENCES TO EACH LINE OF RAILWAY

London:

PUBLISHED AT BRADSHAW'S RAILWAY INFORMATION OFFICE, 59, F

W. J. ADAMS, AGENT;

AND AT 27, BROWN-STREET, MANCHESTER;

In either of which Offices Advertisements and Communications may be
Also at the UNIVERSAL OFFICE OF NAVIGATION & COMMERCE, No. 27, Place de
AND SOLD BY ALL BOOKSELLERS AND RAILWAY COMP

BRADSHAW AND BLACKLOCK, PRINTERS, 27, BROWN-STREET, MAN



BRADSHAW'S MONTHLY RAILWAY AND STEAM NAVIGATION GUIDE,

FOR GREAT BRITAIN, IRELAND, & THE CONTINENT,

CONTAINING

**A CORRECT AND OFFICIAL ACCOUNT OF THE HOURS OF DEPARTURE, DISTANCE AND DURATION OF
TRANSIT, OF THE TRAINS ON EVERY RAILWAY THROUGHOUT THE UNITED KINGDOM:**

A MONTHLY ALMANAC AND TIDE TABLE

ALPHABETICAL LIST OF THE STEAMERS,

**AND TIMES OF SAILING FROM EVERY STATION THROUGHOUT ENGLAND, SCOTLAND, WALES AND IRELAND, TO
HOME AND FOREIGN PORTS, AND ALSO FROM FOREIGN STATIONS TO BRITISH PORTS, &c.:**

THE SAILING OF HER MAJESTY'S MAIL PACKETS,

PUBLISHED OFFICIALLY IN THIS WORK BY AUTHORITY OF

THE LORDS OF THE ADMIRALTY:

WITH A

GREAT VARIETY OF MERCANTILE AND OTHER USEFUL INFORMATION.

ILLUSTRATED BY A SPLENDIDLY EXECUTED

TRAVELLING MAP OF THE RAILWAYS

Of Great Britain and Part of Ireland,

WITH NUMERICAL REFERENCES TO EACH LINE OF RAILWAY.

London:

PUBLISHED AT BRADSHAW'S GENERAL RAILWAY PUBLICATION OFFICE, 59, FLEET-ST.,

W. J. ADAMS, AGENT;

AND AT 27, BROWN-STREET, MANCHESTER;

To either of which Offices Advertisements and Communications may be sent;

Also at the UNIVERSAL OFFICE OF NAVIGATION & COMMERCE, No. 27, Place de la Bourse, PARIS;

AND SOLD BY ALL BOOKSELLERS AND RAILWAY COMPANIES.

BRADSHAW AND BLACKLOCK, PRINTERS, 27, BROWN-STREET, MANCHESTER.

NOTICE.

This work is published MONTHLY, under the direction and with the assistance of the various RAILWAY COMPANIES, and is carefully corrected up to the date it bears; every reliance may therefore be placed on the accuracy of its details. In the event of Companies making changes after the issue of this Work, supplementary sheets will be immediately printed, and may be had, GRATIS, of the Publishers, Fleet-st., London; and Brown-st., Manchester.

CONTENTS.

As the Names of Railways are frequently changing, and the official title is always used in this Index, a reference to the Map is recommended that the correct line by which to travel may be ascertained:— FOR EXAMPLE, the direct line from Manchester and Preston as shown on the Map is 3 a, the official title will accordingly appear in the Reference, as "Manchester and Leeds, Bolton and Preston District."

	PAGE		PAGE
Almanack and Tide Table	85	London and Blackwall	9
Amusement, Places of	78	London and Salisbury	9
Arbroath and Forfar	57	London and South Western	10, 11
Belfast to Portadown (Ulster Railway)	60	Ditto ditto (Gosport Branch)	11
Blackburn and Preston	53	Lynn and Dereham	39
Bridgewater Sailings.... 3rd page preceding Title.		Lynn and Ely	39
Bristol and Birmingham	40, 41	Manchester and Leeds	50, 51
Chester and Birkenhead	42	Ditto ditto (Oldham Branch)	50
Coach & Cab Fares, London & Manchester 67, 68, 69		Ditto ditto (Ashton Branch)	50
Dublin and Carlisle (Great Southern & Western)	61	Ditto ditto (Bolton & Preston District)	52
Dublin and Drogheda	60	Manchester, Sheffield, and Lincolnshire	21
Dublin and Kingstown	61	Maryport and Carlisle	56
Dundee and Arbroath	57	Midland Railway (North & South Branches)	36, 37
Dundee and Newtyle	57	Ditto ditto (Sheffield Branch)	53
East Lancashire	54	Ditto ditto (West Branch)	35
Eastern Counties and Norfolk	16, 17	Newcastle and Carlisle	44
Ditto ditto (Hertford Branch)	20	Newcastle and North Shields	43
Eastern Counties and Eastern Union	18, 19	North British	59
Edinburgh and Dalkeith	59	Ditto ditto (Haddington Branch)	59
Edinburgh and Glasgow	56	Nottingham and Lincoln, and Nottingham and Derby	38
Edinburgh, Leith, and Granton	57	Paisley and Kenfrew	57
Glasgow, Garnkirk, and Coa bridge	53	Preston and Wye	53
Glasgow, Kilmarnock, and Ayr	53	Ditto ditto (Blackpool Branch)	53
Glasgow, Paisley, and Greenock	57	Ditto ditto (Lyham Branch)	53
Gravesend and Rochester	9	St. Helens	53
Great Western	6, 7, 8	South Devon	9
Ditto ditto (Gloucester Branch)	6, 7	South Eastern, or London and Dover	14, 15
Hayle and Redruth	41	Ditto ditto (Ramsgate Branch)	14
Hull, and Selby	49	Ditto ditto (Margate Branch)	14
Ditto ditto (Bridlington Branch)	49	Ditto ditto (Whitstable Branch)	14
Ipswich and Bury St. Edmunds	18, 19	Ditto ditto (Greenwich Branch)	9
Preston, Lancaster, Kendal, and Carlisle	44	Shrewsbury and Chester	43
Leeds and Bradford	39	Stamford, Peterborough, and Ely	18, 19
Leicester and Melton	39	Steam Packets, Home and Foreign	70
Liverpool and Glasgow Steam Packets	70	Stockton and Darlington, and Redcar	45
London and North Western (Southern Section)		Stockton and Hartlepool, and Clarence	45
Between London and Birmingham	22, 23	Taff Vale and Aberdare	55
Between Bedford and Bletchley	24	Wilsontown, Morningside, and Coltness	57
Between Warwick and Leamington	23	Wishaw and Coltness	56
Between Northampton and Peterborough	25	York and Newcastle	46, 47
London and North Western (Northern Section)		Ditto ditto (Richmond Branch)	47
Between Liverpool and Birmingham	26, 27	Ditto ditto Durham and Sunderland	46
Between Chester and Crewe	30, 31	York and North Midland	48
Between Liverpool and Manchester	30, 31	Ditto ditto (Scarborough Branch)	48
Between Manchester & Birmingham	28, 29	Ditto ditto (Whitby Branch)	48
Between Manchester and Macclesfield	32	Ditto ditto (Fleay Branch)	48
Between Liverpool and Preston	33		
Between Liverpool and Bolton	33		
London, Brighton, and South Coast	12, 13		
Ditto ditto (Croydon Division)	13		
Ditto ditto (Leaves Branch)	13		
Ditto ditto (Hastings Branch)	12		
London and Richmond	5		

Continental Lines.

Belgium, Railways in	62, 63
France ditto	63, 64, 65
Holland, ditto	63

❧ The Editorial department of Bradshaw's Railway Publications being superintended at Manchester, it is particularly requested that all communications bearing upon the character of the same, or requiring editorial judgment, may for the future be forwarded to the Editor, at his office, No. 27, Brown street, Manchester. By adopting this course, much unnecessary delay will be prevented, and correspondents may thus depend upon their suggestions and communications meeting with immediate attention.

~~~~~

## NOTICES TO CORRESPONDENTS.

The Proprietors and Publishers have received numerous communications, complaining of the difficulty of obtaining, through Booksellers and News Agents, copies of the threepenny edition of the Railway Guide, published on the first of every month, independently of the Railway Companion and Railway and Steam Navigation Guide. They know from experience, as well as from the assurance of their complainants, that in the great majority of cases where the threepenny book cannot be purchased, the other edition will not. They beg, therefore, to call the attention of the trade generally to this circumstance; and to assure them that the object in publishing these separate editions, is to meet the wishes and convenience of the public in its fullest extent. The proprietors trust, therefore, that Booksellers and News Agents will so far promote their own interest and public convenience, by

**KEEPING ON SALE ALL THE EDITIONS**

Stamped editions of the Threepenny Book may be sent, post free, to all parts of the United Kingdom, on four postage stamps being remitted to either of the offices, 59, Fleet-street, London, or 27, Brown-street, Manchester.

**Yearly Subscription to the Threepenny } 4s. Paid in Advance.**  
**Guide, sent Post-paid - - - }**

**TO RAILWAY COMPANIES.**—The almost unanimous exertions made by Railway Companies to supply their information at an early period this month, induces us to express our best thanks. If it had not been the case, we should not have been able, owing to the extraordinary shortness of the month, to have published as usual on the first.

**J. BATES's** idea is deserving of merit, though not always practicable. In a few cases we have adopted the system some time ago, whilst in others, amongst which is the London and North Western, we find no scale by which to calculate the exact charge for double tickets. A reduction of from one-fifth to one-third on the double journey would be an approach as near as we could make by fractional application. The London and North Western do not at present publish their fares up and down. We have attempted to elucidate the Peterborough and Northampton trains, in such a way as we think will meet the exigencies of the public.

**PUNCTUM** is referred to pages 63 & 69 of the present edition. Trains which do not take private carriages and horses are not always pointed out by companies.

**R. M.'s** complaint of various steam packet omissions has not been without reason. Much difficulty has been experienced in having that class of information supplied sufficiently early for our purposes; and almost invariably happens that a very large amount of steam communications come to hand at a time when the bulk of our issue is disposed of. We do however intend to use some effort, in making that department much more compendious.

**RICHARD PULLEN** is informed that changes were made in the month of January on the Liverpool and Manchester line, of which we were not apprised until too late for the February edition, hence the error to which he alludes.

**G. BRAMAM** displays much interest on our behalf; we thank him accordingly. Many difficulties arise in framing an Index to our work, sufficiently explicit, and to occupy reasonable space. We shall be obliged if he can suggest what is requisite, with an eye to *economising* space. Lancaster having three or four arrivals of trains in the course of the day from London, whilst Carlisle has only one, is the reason why we adopt the one in preference to the other. The other item will have our attention.

**CHARLES BELLINGHAM** will be considered when we are more at leisure.

**JOHN HAWKINS** and **A TRAVELLER** have our kind acknowledgments.



London to Richmond.

| Mls | STATIONS.                      | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | 1, 2<br>exp. | 1,2,3<br>class | 1, 2<br>class | 1,2,3<br>class | 1, 2<br>class | 1,2,3<br>class | 1, 2<br>class | 1,2,3<br>class | 1 & 2<br>exp. | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class |
|-----|--------------------------------|----------------|----------------|----------------|--------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|----------------|----------------|----------------|----------------|
| —   | From<br><b>Nine Elms</b> ..... | a.m.           | a.m.           | a.m.           | a.m.         | a.m.           | p.m.          | p.m.           | p.m.          | p.m.           | p.m.          | p.m.           | p.m.          | p.m.           | p.m.           | p.m.           | p.m.           | p.m.           |
| —   | <b>Nine Elms</b> .....         | 8 10           | 9 10           | 10 10          | 10 40        | 11 20          | 12 20         | 1 20           | 2 20          | 3 20           | 4 20          | 5 0            | 5 30          | 6 0            | 7 10           | 8 0            | 8 30           | 9 30           |
| 3   | Wandsworth .....               | 8 17           | 9 17           | 10 17          | ..           | 11 27          | 12 27         | 1 27           | 2 27          | 3 27           | 4 27          | 5 7            | ..            | 6 7            | 7 17           | 8 7            | 8 37           | 9 37           |
| 4   | Putney .....                   | 8 21           | 9 21           | 10 21          | ..           | 11 31          | 12 31         | 1 31           | 2 31          | 3 31           | 4 31          | 5 11           | ..            | 6 11           | 7 21           | 8 11           | 8 41           | 9 41           |
| 5½  | Barnes .....                   | 8 27           | 9 27           | 10 27          | ..           | 11 37          | 12 37         | 1 37           | 2 37          | 3 37           | 4 37          | 5 17           | ..            | 6 17           | 7 27           | 8 17           | 8 47           | 9 47           |
| 7   | Mortlake .....                 | 8 33           | 9 33           | 10 33          | ..           | 11 43          | 12 43         | 1 43           | 2 43          | 3 43           | 4 43          | 5 23           | ..            | 6 23           | 7 33           | 8 23           | 8 53           | 9 53           |
| 8   | <b>Richmond</b> .....          | 8 40           | 9 40           | 10 40          | 10 55        | 11 50          | 12 50         | 1 50           | 2 50          | 3 50           | 4 50          | 5 30           | 5 45          | 6 30           | 7 40           | 8 30           | 9 0            | 10 0           |

Richmond to London.

| Mls | STATIONS.                     | 1,2,3<br>class | 1, 2<br>class | 1, 2<br>exp. | 1,2,3<br>class | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | 1, 2<br>class | 1,2,3<br>class | 1 & 2<br>exp. | 1,2,3<br>class |
|-----|-------------------------------|----------------|---------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|----------------|---------------|----------------|
| —   | From<br><b>Richmond</b> ..... | a.m.           | a.m.          | a.m.         | a.m.           | a.m.           | a.m.           | p.m.           | p.m.           | p.m.           | p.m.           | p.m.           | p.m.           | p.m.           | p.m.          | p.m.           | p.m.          | p.m.           |
| —   | <b>Richmond</b> .....         | 7 45           | 9 0           | 9 30         | 9 45           | 10 45          | 11 45          | 12 45          | 1 45           | 2 45           | 3 45           | 4 45           | 5 45           | 6 15           | 7 15          | 8 15           | 9 0           | 9 30           |
| 1   | Mortlake .....                | 7 49           | 9 4           | ..           | 9 49           | 10 49          | 11 49          | 12 49          | 1 59           | 2 49           | 3 49           | 4 49           | 5 49           | 6 19           | 7 19          | 8 19           | ..            | 9 34           |
| 2½  | Barnes .....                  | 7 54           | 9 9           | ..           | 9 54           | 10 54          | 11 54          | 12 54          | 1 54           | 2 54           | 3 54           | 4 54           | 5 54           | 6 24           | 7 24          | 8 24           | ..            | 9 40           |
| 4   | Putney .....                  | 8 0            | 9 15          | ..           | 10 0           | 11 0           | 12 0           | 1 0            | 2 0            | 3 0            | 4 0            | 5 0            | 6 0            | 6 31           | 7 31          | 8 31           | ..            | 9 46           |
| 5   | Wandsworth .....              | 8 4            | 9 19          | ..           | 10 4           | 11 4           | 12 4           | 1 4            | 2 4            | 3 4            | 4 4            | 5 4            | 6 4            | 6 35           | 7 35          | 8 35           | ..            | 9 50           |
| 8   | <b>Nine Elms</b> .....        | 8 15           | 9 30          | 9 45         | 10 15          | 11 15          | 12 15          | 1 15           | 2 15           | 3 15           | 4 15           | 5 15           | 6 15           | 6 45           | 7 45          | 8 45           | 9 15          | 10 0           |

On SUNDAYS, from London to Richmond.

Fares.

| Mls | STATIONS.                      | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | Exp. Trains.<br>1 cls. 2 cls. | Ordinary Trains.<br>1 cls. 2 cls. 3 cls. |
|-----|--------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------------------|------------------------------------------|
| —   | From<br><b>Nine Elms</b> ..... | a.m.           | a.m.           | a.m.           | p.m.           | p.m.           | p.m.           | p.m.           | p.m.           | p.m.           | p.m.           | p.m.           | p.m.           | p.m.           | s. d.                         | s. d.                                    |
| —   | <b>Nine Elms</b> .....         | 9 10           | 9 40           | 10 10          | 1 10           | 1 40           | 2 10           | 2 40           | 5 10           | 6 10           | 7 10           | 8 10           | 9 10           | 10 10          | ..                            | ..                                       |
| 3   | Wandsworth ..                  | 9 17           | 9 47           | 10 17          | 1 17           | 1 47           | 2 17           | 2 47           | 5 17           | 6 17           | 7 17           | 8 17           | 9 17           | 10 17          | ..                            | 0 8 0 6 0 4                              |
| 4   | Putney .....                   | 9 21           | 9 51           | 10 21          | 1 21           | 1 51           | 2 21           | 2 51           | 5 21           | 6 21           | 7 21           | 8 21           | 9 21           | 10 21          | ..                            | 0 9 0 7 0 5                              |
| 5½  | Barnes .....                   | 9 27           | 9 57           | 10 27          | 1 27           | 1 57           | 2 27           | 2 57           | 5 27           | 6 27           | 7 27           | 8 27           | 9 27           | 10 27          | ..                            | 0 9 0 9 0 6                              |
| 7   | Mortlake .....                 | 9 33           | 10 3           | 10 33          | 1 33           | 2 3            | 2 33           | 3 3            | 5 33           | 6 33           | 7 33           | 8 33           | 9 33           | 10 33          | ..                            | 0 10 0 10 0 7                            |
| 8   | <b>Richmond</b> .....          | 9 40           | 10 10          | 10 40          | 1 40           | 2 10           | 2 40           | 3 10           | 5 40           | 6 40           | 7 40           | 8 40           | 9 40           | 10 40          | 1 6 1 0                       | 0 10 0 10 0 8                            |

On SUNDAYS, from Richmond to London.

Fares.

| Mls | STATIONS.                     | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | 1 & 2<br>class | 1,2,3<br>class | Exp. Trains.<br>1 cls. 2 cls. | Ordinary Trains.<br>1 cls. 2 cls. 3 cls. |
|-----|-------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------------------|------------------------------------------|
| —   | From<br><b>Richmond</b> ..... | a.m.           | a.m.           | a.m.           | p.m.           | p.m.           | p.m.           | p.m.           | p.m.           | p.m.           | p.m.           | p.m.           | p.m.           | p.m.           | s. d.                         | s. d.                                    |
| —   | <b>Richmond</b> .....         | 9 15           | 9 45           | 10 15          | 1 15           | 1 45           | 2 15           | 2 45           | 5 15           | 6 15           | 7 15           | 8 15           | 9 15           | 10 15          | ..                            | ..                                       |
| 1   | Mortlake .....                | 9 19           | 9 49           | 10 19          | 1 19           | 1 49           | 2 19           | 2 49           | 5 19           | 6 19           | 7 19           | 8 19           | 9 19           | 10 19          | ..                            | 0 4 0 3 0 2                              |
| 2½  | Barnes .....                  | 9 25           | 9 55           | 10 25          | 1 25           | 1 55           | 2 25           | 2 55           | 5 25           | 6 25           | 7 25           | 8 25           | 9 25           | 10 25          | ..                            | 0 6 0 4 0 3                              |
| 4   | Putney .....                  | 9 31           | 10 1           | 10 31          | 1 31           | 2 1            | 2 31           | 3 1            | 5 31           | 6 31           | 7 31           | 8 31           | 9 31           | 10 31          | ..                            | 0 9 0 7 0 5                              |
| 5   | Wandsworth ..                 | 9 35           | 10 5           | 10 35          | 1 35           | 2 5            | 2 35           | 3 5            | 5 35           | 6 35           | 7 35           | 8 35           | 9 35           | 10 35          | ..                            | 0 10 0 7 0 5                             |
| 8   | <b>Nine Elms</b> .....        | 9 45           | 10 15          | 10 45          | 1 45           | 2 15           | 2 45           | 3 15           | 5 45           | 6 45           | 7 45           | 8 45           | 9 45           | 10 45          | 1 6 1 0                       | 0 10 0 10 0 8                            |

First and Second Class Double Journey Tickets are issued at every Station; and can only be used on the return journey by Trains which regularly stop at the Station where the Ticket was taken out. These Tickets are not transferable, but are available for a return journey on the day of issue, with the exception of those issued on Saturdays, which are available until Monday.

Eugr., I. K. Brunel.

For fares and accommodation of 1st or 2nd class passengers are issued, at a rate of one-third on the "table journey." This ticket on return, must be re-arranged before entering the carriage. For any distance not above 50 miles, to return the same day; not above 100, the same or next day (Sundays not reckoned); above 100, the same or either of the two next days (Sundays not reckoned).

 For Fares and Sunday Trains see page 8



Sups., S. Clarke, London, & F. Clarke, Bristol. **GREAT WESTERN.**—(Exeter & London.) Supt. of Goods, W. Massey, London.

| Miles.       | Up Trains.               | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | Exp <sup>s</sup> | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class |
|--------------|--------------------------|----------------|----------------|----------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Trains leave |                          | a.m.           | a.m.           | a.m.           | a.m.             | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           |
| 84           | EXETER                   | 6 30           |                |                |                  |                |                |                | 6 55           | 7 0            | 8 0            | 9 10           | 10 0           | 12 0           |                | 1 0            | 3 15           | 5 30           |                | 9 0            |
| 124          | Hele                     |                |                |                |                  |                |                |                | 6 53           | 7 17           | 8 15           | 9 15           | 10 15          |                | 1 17           | 3 31           | 5 48           |                |                |                |
| 144          | COLLUMPTON               |                |                |                |                  |                |                |                | 7 0            | 7 37           | 8 26           | 9 26           | 10 24          |                | 1 26           | 3 39           | 5 57           |                | 9 22           |                |
| 232          | TIVERTON ROAD            |                |                |                |                  |                |                |                | 7 10           | 7 35           | 8 34           | 9 34           | 10 30          |                | 1 33           | 3 44           | 6 3            |                | 9 16           |                |
| 304          | WELLINGTON               |                |                |                |                  |                |                |                | 7 35           | 7 55           | 8 54           | 9 54           | 10 51          |                | 1 52           | 4 3            | 6 28           |                | 9 48           |                |
| 304          | TAUNTON                  |                |                |                | 7 8              |                |                |                | 8 15           | 8 10           | 9 10           | 10 10          | 11 7           | 12 41          |                | 2 7            | 4 17           | 6 45           |                | 10 30          |
| 124          | RIDGEWATER               |                |                |                | 7 26             |                |                |                | 8 50           | 8 34           | 9 30           | 10 28          | 11 28          |                | 2 33           | 4 37           | 7 10           |                |                |                |
| 184          | HIGH BRIDGE              |                |                |                |                  |                |                |                | 9 15           | 8 48           | 9 45           | 10 45          | 11 45          |                | 2 47           | 4 50           | 7 21           |                |                |                |
| 584          | WESTON SUP. MARE dep.    |                |                |                |                  |                |                |                | 9 50           | 8 35           | 9 50           | 10 48          | 11 48          |                | 2 50           | 4 58           | 7 10           |                |                |                |
| 60           | Banwell                  |                |                |                |                  |                |                |                | 10 17          | 9 12           |                | 10 12          | 11 12          |                | 3 20           |                | 7 47           |                |                |                |
| 634          | CLEVEDON RD., Yat. Junc. |                |                |                |                  |                |                |                | 10 32          | 9 21           | 10 12          | 11 12          | 12 11          |                | 3 29           | 5 30           | 8 7            |                |                |                |
| 674          | Nailsea                  |                |                |                |                  |                |                |                | 10 44          | 9 31           |                | 10 44          | 11 44          |                | 3 39           | 5 40           | 8 10           |                |                |                |
| 754          | BRISTOL arrival          |                |                |                | 8 8              |                |                |                | 11 20          | 9 50           | 10 40          | 11 40          | 12 35          | 1 36           | 3 45           | 5 50           | 8 30           |                |                |                |
| 804          | Keynsham departure       |                |                | 6 30           | 8 10             | 6 30           | 7 0            |                | 8 35           | 11 30          | 10 10          | 10 50          | 12 0           | 12 45          | 1 41           | 2 0            | 3 55           | 4 30           | 6 0            | 9 15           |
| 804          | Salford                  |                |                | 6 40           |                  | 6 40           |                |                | 11 47          | 10 11          | 10 11          | 10 11          | 12 10          |                | 2 10           | 4 8            | 4 40           | 6 10           | 8 53           | 11 40          |
| 824          | Tewton                   |                |                | 6 46           |                  | 6 44           |                |                | 11 54          | 10 15          |                | 10 15          | 12 12          |                | 2 15           | 4 16           | 4 50           | 6 10           | 9 11           |                |
| 834          | BATH                     |                |                | 6 52           |                  | 6 52           |                |                | 12 4           | 10 22          |                | 10 22          | 12 22          |                | 2 25           | 4 26           | 5 2            | 6 10           | 9 37           |                |
| 87           | Box                      |                |                | 7 0            | 8 26             | 7 0            | 7 25           |                | 9 0            | 12 30          | 11 18          | 11 18          | 12 30          | 1 10           | 1 56           | 2 30           | 4 35           | 5 0            | 6 25           | 12 10          |
| 92           | Corsham                  |                |                |                |                  | 7 50           | 7 36           |                | 9 23           | 12 30          |                | 11 30          | 1 35           |                | 4 38           | 4 43           | 6 40           | 9 27           |                |                |
| 954          | CHIPPENHAM               |                |                |                | 8 44             | 8 56           | 8 0            |                | 9 35           | 1 6            |                | 11 50          | 1 44           |                | 4 44           | 4 49           | 6 55           | 9 41           |                |                |
| 100          | WOODTON CASSETT          |                |                |                |                  | 8 30           |                |                | 9 50           | 1 50           |                |                |                |                | 5 17           | 5 20           | 7 10           | 9 53           |                | 12 40          |
| 116          | GLOUCESTER dep.          |                |                |                | 7 0              | 8 0            |                |                | 8 30           | 11 54          |                | 11 11          | 1 20           | 1 40           | 4 5            | 5 10           | 6 0            |                |                | 11 40          |
| 116          | Stroud                   |                |                |                | 7 15             | 7 15           |                |                | 8 50           | 11 54          |                | 11 16          | 1 25           | 1 40           | 4 17           | 5 31           | 6 18           |                |                |                |
| 134          | Brimscomb                |                |                |                | 7 22             | 7 22           |                |                | 9 55           | 12 11          | dwn            | 11 28          | 1 32           | 1 52           | 4 25           | For            | 6 25           | For            |                | 12 5           |
| 1304         | Tisbury Road             |                |                |                | 7 52             | 7 52           |                |                | 9 20           | 12 55          | train          | 11 50          | 1 24           |                | 4 30 dwn.      | 6 30 dwn.      |                |                |                |                |
| 1344         | GIRENCESTER              |                |                |                | 7 40             | 7 40           |                |                | 9 35           | 11 40          | 10 50          | 11 40          | 1 30           | 2 20           | 4 40           | 5 15           | 6 40           | 8 20           |                |                |
| 125          | MINETY                   |                |                |                | 8 0              | 8 0            |                |                | 9 40           | 1 30           |                | 12 8           |                |                | 5 10           |                | 7 10           |                |                |                |
| 131          | Boston                   |                |                |                | 8 19             | 8 19           |                |                | 9 50           | 1 50           |                | 12 5           |                |                | 5 20           |                | 7 30           |                |                |                |
| 116          | JUNCTION departure       |                |                |                | 9 10             | 10 32          | 8 35           |                | 10 13          | 12 30          |                | 11 11          | 2 2            | 2 25           | 2 5            | 4 15           | 5 40           | 7 50           | 10 30          | 1 25           |
| 122          | SHRIVENHAM               |                |                |                | 9 20             | 10 42          | 9 44           |                | 10 35          | 3 1            |                | 11 12          | 2 4            |                | 2 32           | 3 57           | 5 51           |                |                |                |
| 130          | BARINGDON ROAD           |                |                |                |                  | 11 0           |                |                | 10 50          | 3 5            |                | 11 10          | 2 49           |                | 4 13           |                | 8 13           |                |                | 1 50           |
| 48           | WANTAGE ROAD             |                |                |                |                  | 11 11          |                |                |                | 4 4            |                | 11 10          |                |                | 4 27           | 6 20           |                |                |                |                |
| 131          | PRESTON                  |                |                |                |                  | 11 21          | 9 11           |                |                | 4 10           |                | 11 10          |                |                | 4 37           | 6 30           |                |                |                |                |
| 130          | OXFORD departure         |                |                |                | 9 30             | 10 45          | 9 46           |                | 10 18          | 4 07           | 11 5           | 2 53           | 2 55           | 2 55           | 4 0            | 5 30           | 8 0            |                |                | 1 45           |
| 143          | ABINGDON ROAD            |                |                |                | 9 45             | 11 0           | 9 15           |                | 11 0           | 4 15           | 11 5           | 1 10           | 3 5            | 3 5            | 4 15           | 10             | 8 15           |                |                | 2 0            |
| 138          | APPELTOWN                |                |                |                | 9 55             | 11 0           | 9 19           |                |                | 4 30           |                |                |                |                | 4 20           | 6 17           |                |                |                |                |
| 140          | WALLINGFORD ROAD         |                |                | 8 14           |                  | 11 30          | 9 23           |                | 11 10          | 4 5            | 5 1            | 1 19           | 3 25           | 3 22           | 4 39           | 6 31           | 8 33           |                |                | 2 14           |
| 1463         | Goring                   |                |                | 8 30           |                  | 12 0           |                |                | 11 28          | 5 10           |                |                | 3 50           |                | 4 50           | 6 47           |                |                |                | 2 31           |
| 1499         | PANBOURNE                |                |                | 8 58           |                  | 12 10          | 9 43           |                |                | 5 21           |                |                |                |                | 4 58           | 6 5            |                |                |                |                |
| 1528         | READING                  |                |                | 8 46           |                  | 12 20          | 10 16          |                | 11 40          | 5 32           |                |                |                |                | 5 20           |                |                |                |                |                |
| 158          | TWYFORD                  |                |                | 9 0            | 10 13            | 12 30          | 10 16          |                | 11 53          | 5 10           |                |                | 2 0            |                | 5 20           | 7 13           | 9 13           |                |                | 2 55           |
| 169          | MAIDENHEAD               |                |                | 9 10           |                  | 12 58          | 10 26          |                |                | 6 15           |                |                | 2 13           |                | 5 30           | 7 25           | 9 10           | 9 25           |                |                |
| 1714         | SLOUGH                   |                |                | 9 30           |                  | 1 26           | 10 40          | 11 15          | 12 20          | 6 38           |                |                | 3 0            | 4 30           | 5 50           | 7 42           | 8 40           | 9 42           |                | 3 25           |
| 172          | Wansley Marsh            |                |                | 9 40           |                  | 1 48           |                |                |                | 7 0            |                |                | 2 40           | 3 15           | 4 45           | 5 15           | 6 0            | 7 54           | 8 45           | 3 35           |
| 1804         | West Drayton             |                |                | 9 7            |                  | 1 48           |                |                |                | 7 0            |                |                |                |                | 5 22           |                |                |                |                |                |
| 1842         | Southall                 |                |                | 9 25           | 10 3             | 2 11           | 11 46          |                |                | 7 30           |                |                | 3 25           |                | 5 31           | 6 10           | 8 55           |                |                | 3 47           |
| 1862         | Hanwell                  |                |                | 9 30           | 10 9             | 2 19           | 11 51          |                |                | 7 36           |                |                | 3 34           |                | 5 40           | 6 19           | 9 5            |                |                |                |
| 1884         | Ealing                   |                |                | 9 35           | 10 14            | 2 27           | 11 56          |                |                | 7 42           |                |                | 3 39           |                | 5 45           | 6 24           | 9 10           |                |                |                |
| 1933         | PADDINGTON               |                |                | 9 55           | 10 10            | 2 45           | 11 30          | 12 15          | 1 10           | 8 0            |                |                | 3 43           | 3 43           | 5 50           | 6 28           | 9 15           |                |                |                |

For Fare and Sunday Trains see page 8.

# GRHAT WESTERN.—Fares and Sunday Trains.

The strong black marks under certain arrivals show that those trains do not proceed further.

| STATIONS.           | FARES.   |       |       |       |       |      |          |       |       |      |      |      | STATIONS.       | FARES.   |       |       |      |      |      |          |       |       |       |       |       |      |
|---------------------|----------|-------|-------|-------|-------|------|----------|-------|-------|------|------|------|-----------------|----------|-------|-------|------|------|------|----------|-------|-------|-------|-------|-------|------|
|                     | Express. |       |       |       |       |      | Ordinar. |       |       |      |      |      |                 | Express. |       |       |      |      |      | Ordinar. |       |       |       |       |       |      |
|                     | 1st.     | 2nd.  | 3rd.  | 1st.  | 2nd.  | 3rd. | 1st.     | 2nd.  | 3rd.  | 1st. | 2nd. | 3rd. |                 | 1st.     | 2nd.  | 3rd.  | 1st. | 2nd. | 3rd. | 1st.     | 2nd.  | 3rd.  | 1st.  | 2nd.  | 3rd.  |      |
| PADDEINGTON         | a.m.     | a.m.  | a.m.  | a.m.  | a.m.  | a.m. | p.m.     | p.m.  | p.m.  | p.m. | p.m. | p.m. | EXETER          | a.m.     | a.m.  | a.m.  | a.m. | a.m. | a.m. | p.m.     | p.m.  | p.m.  | p.m.  | p.m.  | p.m.  | p.m. |
| Ealing              | 6.30     | 8.30  | 9.0   | 9.30  | 10.15 | 2.0  | 5.0      | 7.0   | 8.55  | s.d. | s.d. | s.d. | Hele            | 6.35     | 7.0   | 7.15  | 1.0  | 1.15 | 1.30 | 5.30     | 9.0   | s.d.  | s.d.  | s.d.  | s.d.  |      |
| Hanwell             | 6.40     | 8.40  | 9.10  | 9.40  | 10.25 | 2.10 | 5.10     | 7.10  | 9.05  | s.d. | s.d. | s.d. | Cullumpton      | 6.50     | 7.20  | 7.35  | 1.10 | 1.25 | 1.40 | 5.40     | 9.10  | s.d.  | s.d.  | s.d.  | s.d.  |      |
| Southall            | 7.00     | 8.50  | 9.20  | 9.50  | 10.35 | 2.20 | 5.20     | 7.20  | 9.15  | s.d. | s.d. | s.d. | Tiverton Road   | 7.00     | 7.30  | 7.45  | 1.15 | 1.30 | 1.45 | 5.50     | 9.20  | s.d.  | s.d.  | s.d.  | s.d.  |      |
| West Drayton        | 7.10     | 9.00  | 9.30  | 10.00 | 10.45 | 2.30 | 5.30     | 7.30  | 9.25  | s.d. | s.d. | s.d. | Wallington      | 7.10     | 7.40  | 7.55  | 1.20 | 1.35 | 1.50 | 6.00     | 9.30  | s.d.  | s.d.  | s.d.  | s.d.  |      |
| Langley Marsh       | 7.20     | 9.10  | 9.40  | 10.10 | 10.55 | 2.40 | 5.40     | 7.40  | 9.35  | s.d. | s.d. | s.d. | Taunton         | 7.20     | 7.50  | 8.05  | 1.25 | 1.40 | 1.55 | 6.10     | 9.40  | s.d.  | s.d.  | s.d.  | s.d.  |      |
| Slough              | 8.10     | 9.23  | 9.40  | 10.20 | 10.52 | 2.40 | 5.45     | 7.45  | 9.40  | s.d. | s.d. | s.d. | Bridgewater     | 8.50     | 9.34  | 9.49  | 2.35 | 2.50 | 3.05 | 6.45     | 10.0  | 9.6   | 5.6   | 6.6   | 6.6   |      |
| Maidenhead          | 8.28     | 9.50  | 10.0  | 10.30 | 11.02 | 2.50 | 5.55     | 7.55  | 9.50  | s.d. | s.d. | s.d. | Highbridge      | 9.15     | 9.48  | 9.63  | 2.45 | 2.60 | 2.75 | 6.55     | 10.10 | 9.7   | 5.7   | 6.7   | 6.7   |      |
| Twyford             | 9.0      | 10.10 | 10.20 | 10.50 | 11.22 | 3.00 | 6.05     | 8.05  | 10.00 | s.d. | s.d. | s.d. | Weston Supr M   | 9.50     | 9.58  | 10.13 | 2.50 | 3.05 | 3.20 | 7.30     | 10.20 | 9.8   | 5.8   | 6.8   | 6.8   |      |
| Reading             | 9.20     | 10.20 | 10.30 | 11.00 | 11.32 | 3.10 | 6.15     | 8.15  | 10.10 | s.d. | s.d. | s.d. | Banwell         | 10.17    | 9.12  | 9.27  | 3.00 | 3.15 | 3.30 | 7.40     | 10.30 | 9.9   | 5.9   | 6.9   | 6.9   |      |
| Pangbourne          | 9.40     | 10.40 | 10.50 | 11.20 | 11.52 | 3.20 | 6.25     | 8.25  | 10.20 | s.d. | s.d. | s.d. | Clevedon Road   | 10.32    | 9.21  | 9.36  | 3.10 | 3.25 | 3.40 | 7.50     | 10.40 | 10.0  | 6.0   | 7.0   | 7.0   |      |
| Goring              | 9.52     | 10.52 | 11.02 | 11.32 | 12.04 | 3.30 | 6.35     | 8.35  | 10.30 | s.d. | s.d. | s.d. | Nailsea         | 10.44    | 9.31  | 9.46  | 3.20 | 3.35 | 3.50 | 8.00     | 10.50 | 10.1  | 6.1   | 7.1   | 7.1   |      |
| Wallingford R.      | 10.5     | 11.05 | 11.15 | 11.45 | 12.17 | 3.40 | 6.45     | 8.45  | 10.40 | s.d. | s.d. | s.d. | BRISTOL         | 11.20    | 9.50  | 10.05 | 3.35 | 3.50 | 4.05 | 8.30     | 11.40 | 20.0  | 13.0  | 17.6  | 11.6  |      |
| Didcot              | 10.55    | 11.25 | 11.35 | 12.05 | 12.37 | 3.50 | 6.55     | 8.55  | 10.50 | s.d. | s.d. | s.d. | de.             | 11.30    | 10.00 | 10.15 | 3.40 | 3.55 | 4.10 | 8.45     | 11.50 | 20.0  | 13.0  | 17.6  | 11.6  |      |
| Appleford           | 12.20    | 12.30 | 12.40 | 13.10 | 13.42 | 4.00 | 7.05     | 9.05  | 11.00 | s.d. | s.d. | s.d. | Keynsham        | 11.47    | 10.10 | 10.25 | 3.45 | 3.60 | 3.75 | 8.55     | 12.00 | 20.0  | 13.0  | 17.6  | 11.6  |      |
| Abingdon Road       | 12.23    | 12.33 | 12.43 | 13.13 | 13.45 | 4.10 | 7.15     | 9.15  | 11.10 | s.d. | s.d. | s.d. | Saltford        | 11.54    | 10.15 | 10.30 | 3.50 | 4.05 | 4.20 | 9.00     | 12.10 | 20.0  | 13.0  | 17.6  | 11.6  |      |
| OXFORD              | 12.38    | 12.48 | 12.58 | 13.28 | 14.00 | 4.20 | 7.25     | 9.25  | 11.20 | s.d. | s.d. | s.d. | Twerton         | 12.0     | 10.20 | 10.35 | 4.00 | 4.15 | 4.30 | 9.10     | 12.20 | 20.0  | 13.0  | 17.6  | 11.6  |      |
| Steventon           | 11.5     | 12.05 | 12.15 | 12.45 | 13.17 | 4.30 | 7.35     | 9.35  | 11.30 | s.d. | s.d. | s.d. | BATH            | 12.10    | 10.30 | 10.45 | 4.10 | 4.25 | 4.40 | 9.20     | 12.30 | 20.0  | 13.0  | 17.6  | 11.6  |      |
| Faringdon Road      | 11.30    | 11.40 | 11.50 | 12.20 | 12.52 | 4.40 | 7.45     | 9.45  | 11.40 | s.d. | s.d. | s.d. | Box             | 12.20    | 10.40 | 10.55 | 4.20 | 4.35 | 4.50 | 9.30     | 12.40 | 20.0  | 13.0  | 17.6  | 11.6  |      |
| Shrivenham          | 11.50    | 12.00 | 12.10 | 12.40 | 13.12 | 4.50 | 7.55     | 9.55  | 11.50 | s.d. | s.d. | s.d. | Corsham         | 12.30    | 10.50 | 11.05 | 4.30 | 4.45 | 4.60 | 9.40     | 12.50 | 20.0  | 13.0  | 17.6  | 11.6  |      |
| Swindon             | 12.10    | 12.20 | 12.30 | 13.00 | 13.32 | 5.00 | 8.05     | 10.05 | 12.00 | s.d. | s.d. | s.d. | Chipp-nham      | 1.6      | 11.00 | 11.15 | 4.40 | 4.55 | 5.10 | 9.50     | 1.0   | 11.0  | 11.0  | 11.0  | 11.0  |      |
| Dep. for Gloucester | 1.17     | 1.27  | 1.37  | 2.07  | 2.39  | 5.15 | 8.20     | 10.20 | 12.15 | s.d. | s.d. | s.d. | Wootton Bassett | 1.50     | 11.10 | 11.25 | 4.50 | 5.05 | 5.20 | 10.00    | 1.0   | 11.0  | 11.0  | 11.0  | 11.0  |      |
| Purton              | 1.27     | 1.37  | 1.47  | 2.17  | 2.49  | 5.25 | 8.30     | 10.30 | 12.25 | s.d. | s.d. | s.d. | Gloucester dep. | 8.30     | 11.20 | 11.35 | 5.00 | 5.15 | 5.30 | 10.10    | 1.10  | 11.10 | 11.10 | 11.10 | 11.10 |      |
| Miney               | 1.38     | 1.48  | 1.58  | 2.28  | 3.00  | 5.35 | 8.40     | 10.40 | 12.35 | s.d. | s.d. | s.d. | Stonehouse      | 8.48     | 11.30 | 11.45 | 5.10 | 5.25 | 5.40 | 10.20    | 1.20  | 11.20 | 11.20 | 11.20 | 11.20 |      |
| CIRENCESTR          | 2.5      | 2.10  | 2.20  | 2.50  | 3.22  | 5.55 | 9.00     | 11.00 | 12.55 | s.d. | s.d. | s.d. | Sroude          | 8.55     | 11.40 | 11.55 | 5.20 | 5.35 | 5.50 | 10.30    | 1.30  | 11.30 | 11.30 | 11.30 | 11.30 |      |
| Tetbury Road        | 1.53     | 2.03  | 2.13  | 2.43  | 3.15  | 5.45 | 8.50     | 10.50 | 12.45 | s.d. | s.d. | s.d. | Brimscomb       | 9.0      | 11.50 | 12.05 | 5.30 | 5.45 | 5.60 | 10.40    | 1.40  | 11.40 | 11.40 | 11.40 | 11.40 |      |
| Brimscomb           | 2.10     | 2.20  | 2.30  | 3.00  | 3.32  | 5.65 | 8.70     | 10.70 | 12.65 | s.d. | s.d. | s.d. | Tetbury Road    | 9.30     | 12.00 | 12.15 | 5.40 | 5.55 | 6.10 | 10.50    | 1.50  | 11.50 | 11.50 | 11.50 | 11.50 |      |
| Sroude              | 2.16     | 2.26  | 2.36  | 3.06  | 3.38  | 5.75 | 8.80     | 10.80 | 12.75 | s.d. | s.d. | s.d. | CIRENCESTR      | 9.20     | 12.10 | 12.25 | 5.50 | 6.05 | 6.20 | 11.00    | 2.00  | 12.00 | 12.00 | 12.00 | 12.00 |      |
| Stroud              | 2.20     | 2.30  | 2.40  | 3.10  | 3.42  | 5.85 | 8.90     | 10.90 | 12.85 | s.d. | s.d. | s.d. | Miney           | 9.51     | 12.20 | 12.35 | 6.00 | 6.15 | 6.30 | 11.10    | 2.10  | 12.10 | 12.10 | 12.10 | 12.10 |      |
| Stonehouse          | 2.20     | 2.30  | 2.40  | 3.10  | 3.42  | 5.85 | 8.90     | 10.90 | 12.85 | s.d. | s.d. | s.d. | Purton          | 10.0     | 12.30 | 12.45 | 6.10 | 6.25 | 6.40 | 11.20    | 2.20  | 12.20 | 12.20 | 12.20 | 12.20 |      |
| GLOUCESTR           | 2.40     | 2.50  | 2.60  | 3.30  | 3.62  | 6.05 | 9.10     | 11.10 | 13.05 | s.d. | s.d. | s.d. | de.             | 10.10    | 12.40 | 12.55 | 6.20 | 6.35 | 6.50 | 11.30    | 2.30  | 12.30 | 12.30 | 12.30 | 12.30 |      |
| SWINDON dep.        | 12.20    | 12.30 | 12.40 | 13.10 | 13.42 | 4.00 | 7.05     | 9.05  | 11.00 | s.d. | s.d. | s.d. | Swindon J       | 2.5      | 12.50 | 13.05 | 6.30 | 6.45 | 6.60 | 11.40    | 2.40  | 12.40 | 12.40 | 12.40 | 12.40 |      |
| Wootton Bassett     | 12.45    | 12.55 | 13.05 | 13.35 | 14.07 | 4.10 | 7.15     | 9.15  | 11.10 | s.d. | s.d. | s.d. | de.             | 3.0      | 13.00 | 13.15 | 6.40 | 6.55 | 7.10 | 11.50    | 2.50  | 12.50 | 12.50 | 12.50 | 12.50 |      |
| Chippenham          | 2.10     | 2.20  | 2.30  | 3.00  | 3.32  | 5.65 | 8.70     | 10.70 | 12.65 | s.d. | s.d. | s.d. | Shrivenham      | 3.20     | 13.10 | 13.25 | 6.50 | 7.05 | 7.20 | 12.00    | 3.00  | 13.00 | 13.00 | 13.00 | 13.00 |      |
| Corsham             | 2.16     | 2.26  | 2.36  | 3.06  | 3.38  | 5.75 | 8.80     | 10.80 | 12.75 | s.d. | s.d. | s.d. | Farringdon Rd.  | 3.50     | 13.20 | 13.35 | 7.00 | 7.15 | 7.30 | 12.10    | 3.10  | 13.10 | 13.10 | 13.10 | 13.10 |      |
| Box                 | 2.26     | 2.36  | 2.46  | 3.16  | 3.48  | 5.85 | 8.90     | 10.90 | 12.85 | s.d. | s.d. | s.d. | Steventon       | 4.10     | 13.30 | 13.45 | 7.10 | 7.25 | 7.40 | 12.20    | 3.20  | 13.20 | 13.20 | 13.20 | 13.20 |      |
| BATH                | 2.50     | 2.60  | 2.70  | 3.40  | 3.72  | 6.15 | 9.20     | 11.20 | 13.15 | s.d. | s.d. | s.d. | OXFORD          | 10.45    | 13.40 | 13.55 | 7.20 | 7.35 | 7.50 | 12.30    | 3.30  | 13.30 | 13.30 | 13.30 | 13.30 |      |
| Twerton             | 2.58     | 2.68  | 2.78  | 3.48  | 3.80  | 6.25 | 9.30     | 11.30 | 13.25 | s.d. | s.d. | s.d. | Abingdon        | 11.0     | 13.50 | 14.05 | 7.30 | 7.45 | 7.60 | 12.40    | 3.40  | 13.40 | 13.40 | 13.40 | 13.40 |      |
| Saltford            | 3.0      | 3.10  | 3.20  | 3.50  | 4.22  | 6.35 | 9.40     | 11.40 | 13.35 | s.d. | s.d. | s.d. | Appleford       | 11.3     | 14.00 | 14.15 | 7.40 | 7.55 | 8.10 | 12.50    | 3.50  | 13.50 | 13.50 | 13.50 | 13.50 |      |
| Keynsham            | 3.20     | 3.30  | 3.40  | 4.10  | 4.42  | 6.45 | 9.50     | 11.50 | 13.45 | s.d. | s.d. | s.d. | de.             | 4.50     | 14.10 | 14.25 | 7.50 | 8.05 | 8.20 | 13.00    | 4.00  | 14.00 | 14.00 | 14.00 | 14.00 |      |
| BRISTOL             | 3.40     | 3.50  | 3.60  | 4.30  | 4.62  | 6.65 | 9.70     | 11.70 | 13.65 | s.d. | s.d. | s.d. | Wallingford Rd  | 5.10     | 14.20 | 14.35 | 8.00 | 8.15 | 8.30 | 13.10    | 4.10  | 14.10 | 14.10 | 14.10 | 14.10 |      |
| de.                 | 4.0      | 4.10  | 4.20  | 4.90  | 5.22  | 6.75 | 9.80     | 11.80 | 13.75 | s.d. | s.d. | s.d. | Goring          | 5.21     | 14.30 | 14.45 | 8.10 | 8.25 | 8.40 | 13.20    | 4.20  | 14.20 | 14.20 | 14.20 | 14.20 |      |
| Nailsea             | 4.32     | 4.42  | 4.52  | 5.22  | 5.54  | 7.05 | 10.10    | 12.10 | 14.05 | s.d. | s.d. | s.d. | Pangbourne      | 5.32     | 14.40 | 14.55 | 8.20 | 8.35 | 8.50 | 13.30    | 4.30  | 14.30 | 14.30 | 14.30 | 14.30 |      |
| Clevedon Road       | 4.42     | 4.52  | 4.62  | 5.32  | 5.64  | 7.15 | 10.20    | 12.20 | 14.15 | s.d. | s.d. | s.d. | Reading         | 5.52     | 14.50 | 15.05 | 8.30 | 8.45 | 8.60 | 13.40    | 4.40  | 14.40 | 14.40 | 14.40 | 14.40 |      |
| Banwell             | 4.50     | 5.00  | 5.10  | 5.40  | 5.72  | 7.25 | 10.30    | 12.30 | 14.25 | s.d. | s.d. | s.d. | Twyford         | 6.10     | 15.00 | 15.15 | 8.40 | 8.55 | 9.10 | 13.50    | 4.50  | 14.50 | 14.50 | 14.50 | 14.50 |      |
| Weston Supr M       | 5.8      | 5.9   | 6.0   | 6.30  | 6.62  | 7.45 | 10.50    | 12.50 | 14.45 | s.d. | s.d. | s.d. | Maidenhead      | 6.38     | 15.10 | 15.25 | 8.50 | 9.05 | 9.20 | 14.00    | 5.00  | 15.00 | 15.00 | 15.00 | 15.00 |      |
| Highbridge          | 5.25     | 5.35  | 5.45  | 6.15  | 6.47  | 7.65 | 10.70    | 12.70 | 14.65 | s.d. | s.d. | s.d. | Slough          | 7.08     | 15.20 | 15.35 | 9.00 | 9.15 | 9.30 | 14.10    | 5.10  | 15.10 | 15.10 | 15.10 | 15.10 |      |
| Bridgewater         | 6.0      | 6.10  | 6.20  | 6.50  | 7.22  | 7.85 | 10.90    | 12.90 | 14.85 | s.d. | s.d. | s.d. | Langley Marsh   | 7.10     | 15.30 | 15.45 | 9.10 | 9.25 | 9.40 | 14.20    | 5.20  | 15.20 | 15.20 | 15.20 | 15.20 |      |
| Taunton             | 6.36     | 6.46  | 6.56  | 7.26  | 7.58  | 8.25 | 11.30    | 13.30 | 15.25 | s.d. | s.d. | s.d. | West Drayton    | 7.20     | 15.40 | 15.55 | 9.20 | 9.35 | 9.50 | 14.30    | 5.30  | 15.30 | 15.30 | 15.30 | 15.30 |      |
| Welington           | 6.57     | 7.07  | 7.17  | 7.47  | 7.79  | 8.05 | 11.10    | 13.10 | 15.05 | s.d. | s.d. | s.d. | Southall        | 7.30     | 15.50 |       |      |      |      |          |       |       |       |       |       |      |



# **SOUTH DEVON RAILWAY.**

**From Exeter to Teignmouth & Newton,** at 8 & 9 55 a.m.; 12 5, 2 20, 5 40, 8 & 10 10 p.m. **On Sundays,** 9 40 a.m.; 6 10 and 10 10 p.m.

**From Newton & Teignmouth to Exeter,** 9 and 11 5 a.m.; 1 10, 3 35, 4 35, and 8 5 p.m. **On Sundays,** 8 40 a.m.; 5½ & 8 p.m.

|                                    |         | Express. |      | 1st class. | 2nd class. | 1st class. | 2nd class. | 3rd class. |
|------------------------------------|---------|----------|------|------------|------------|------------|------------|------------|
| <b>Fares from London to Exeter</b> |         | 50/0     | 34/0 | .. ..      | 44/6       | .. ..      | 30/0       | 16/2       |
| Starcross                          | .. .. . | 51/6     | 35/3 | .. ..      | 46/0       | .. ..      | 31/0       | 16/10      |
| Dawlish                            | .. .. . | 52/0     | 35/6 | .. ..      | 45/6       | .. ..      | 31/8       | 17/2       |
| Teignmouth                         | .. .. . | 52/6     | 36/0 | .. ..      | 47/0       | .. ..      | 32/0       | 17/5       |
| Newton                             | .. .. . | 53/4     | 36/8 | .. ..      | 47/10      | .. ..      | 32/8       | 17/10      |

Manager, J. Y. Akerman.

## **SOUTH EASTERN.—Greenwich Branch.—Length of Line 3½ Miles.**

From London Bridge to Greenwich, and from Greenwich to London Bridge, every ¼ of an hour from 8 a.m. until 10 p.m.

**ON SUNDAYS,** at the same hours, except between the hours of 10½ a.m. and 1¼ p.m., when trains cease running. The trains continue running until 10 p.m. on Sundays.

**FARES.**—1st class 8d.; 2nd class 6d.; 3rd class 4d.; and if with return ticket, 1st class 1s.; 2nd class 10d.

**ANNUAL TICKETS** may be had on the following terms, by all the trains:—first class £6—second class £4 from the 1st July until the 31st December. An extra train leaves Greenwich at 7 20 a.m., and London at a ¼ past 10 p.m. calling at all the stations.

Sec., J. . Kennell.

## **LONDON AND BLACKWALL.**

Supt., A. Wightman.

Trains every day to and from London and Blackwall, and the intermediate stations of Cannon-street Road, Shadwell, Stepney, Limehouse, West India Docks, and Poplar, every quarter of an hour, from 8½ a.m. until 9¼ p.m.

**Fares**—First class, 6d., second class, 4d.

**On Sundays** the trains cease running from 10½ till 1, being the hours of church service.

Fast Steam Boats start for Gravesend, Greenwich, and Woolwich, frequently throughout the day.

## **GRAVESEND AND ROCHESTER.**

Secretary, F. Collier.

This Railway is now closed, but will be re-opened about Easter.

**From GRAVESEND.—**

**From ROCHESTER.—**

## **LONDON & SALISBURY.**

| Down Trains<br>London to Salisbury. | Week Days. |      |      |      | Sundays |      | Up Trains<br>Salisbury to London. | Week Days. |      |      |      | Sundays |      |
|-------------------------------------|------------|------|------|------|---------|------|-----------------------------------|------------|------|------|------|---------|------|
|                                     | a.m.       | a.m. | p.m. | p.m. | a.m.    | p.m. |                                   | a.m.       | a.m. | noon | p.m. | a.m.    | p.m. |
| <b>Nine Elms</b> ..... departure..  | 9          | 0    | 11   | 0    | 3       | 30   | 5                                 | 0          | 8    | 30   | 12   | 0       | 30   |
| Bishopstoke .....                   | 11         | 45   | 1    | 35   | 7       | 15   | 7                                 | 45         | 12   | 45   | 7    | 15      | 45   |
| Romsey .....                        | 12         | 0    | 1    | 50   | 7       | 30   | 8                                 | 0          | 1    | 0    | 7    | 30      | 8    |
| Dunbridge .....                     | 12         | 15   | 2    | 5    | 7       | 45   | 8                                 | 15         | 1    | 15   | 7    | 45      | 8    |
| Dean .....                          | 12         | 30   | 2    | 28   | 8       | 0    | 30                                | 1          | 30   | 8    | 0    | 1       | 30   |
| <b>Salisbury</b> ..... arrival..    | 1          | 0    | 2    | 50   | 8       | 30   | 9                                 | 0          | 2    | 0    | 8    | 30      | 9    |
| <b>Salisbury</b> ..... departure..  | 6          | 0    | 8    | 30   | 12      | 0    | 5                                 | 0          | 8    | 30   | 5    | 0       | 8    |
| Dean .....                          | 6          | 20   | 8    | 50   | 12      | 20   | 5                                 | 20         | 8    | 50   | 5    | 20      | 8    |
| Dunbridge .....                     | 6          | 32   | 9    | 2    | 12      | 32   | 5                                 | 32         | 9    | 2    | 5    | 32      | 9    |
| Romsey .....                        | 6          | 43   | 9    | 13   | 12      | 43   | 5                                 | 43         | 9    | 13   | 5    | 43      | 9    |
| Bishopstoke .....                   | 7          | 11   | 9    | 42   | 1       | 11   | 6                                 | 11         | 9    | 42   | 6    | 11      | 9    |
| <b>Nine Elms</b> ..... arrival..    | 10         | 0    | 1    | 30   | 4       | 0    | 8                                 | 50         | 1    | 30   | 8    | 50      | 4    |

**FARES**—From London to Salisbury, 1st class, 15s.; 2nd, 10s. 8d.; 3rd, 7s.; and vice versa.

[illegible]

Carriages and Horses must be at the station fifteen minutes before the time of departure; but to prevent disappointment, a day's notice should be given to the chief clerk in the booking-office of the station from whence they are to be despatched. They are not taken by Express-trains. Compartments of carriages can be reserved by giving a day's notice.

Compartments of carriages can be reserved by giving a day's notice

The express train up, and down, stop at Winchester solely for the accommodation of London Passengers.



J. V. Gooch, Supt. Loc. Department

CHILDREN under 3 years old, no charge; above 3 years, and under 12, half price by all Trains.

| Single Ticket. |        |        | Dbl. Ticket |        |
|----------------|--------|--------|-------------|--------|
| 1 cls.         | 2 cls. | 3 cls. | 1 cls.      | 2 cls. |
| s. d.          | s. d.  | s. d.  | s. d.       | s. d.  |
| 1 0            | 0 9    | 0 6    | 1 8         | 1 4    |
| 2 0            | 1 6    | 1 0    | 3 4         | 2 8    |
| 3 0            | 2 0    | 1 5    | 4 6         | 3 4    |
| 4 0            | 2 9    | 1 10   | 6 0         | 4 0    |

1 Horse 7s., 2 10s., 3 12s.  
Carriages 10s., the whole distnc.

| Fares from Gosport. |        |        |        |             |
|---------------------|--------|--------|--------|-------------|
| Single              |        | Tiket. |        | Dbl. Ticket |
| 1 cls.              | 2 cls. | 3 cls. | 1 cls. | 2 cls.      |
| s. d.               | s. d.  | s. d.  | s. d.  | s. d.       |
| 0 10                | 0 7    | 0 5    | 1 6    | 1 2         |
| 2 0                 | 1 4    | 0 11   | 3 0    | 2 0         |
| 3 0                 | 2 0    | 1 4    | 4 6    | 3 4         |
| 4 0                 | 2 9    | 1 10   | 6 0    | 4 0         |

From Gosport.

| STATIONS               | Expre s Trains. |    |      | Ordinary Trains. |    |      | Double Tickets |    |      | Car ri- age. | 1 Ho. |    |       | 3 Ho. |    |       |    |    |    |   |
|------------------------|-----------------|----|------|------------------|----|------|----------------|----|------|--------------|-------|----|-------|-------|----|-------|----|----|----|---|
|                        | 1cls            |    | 2cls | 1cls             |    | 2cls | 1cls           |    | 2cls |              | 1 Ho. |    | 3 Ho. | 1 Ho. |    | 3 Ho. |    |    |    |   |
|                        | s.              | d. | s.   | s.               | d. | s.   | s.             | d. | s.   |              | s.    | d. | s.    | s.    | d. | s.    | d. |    |    |   |
| Gosport.               | —               | —  | —    | —                | 0  | 0    | 0              | 0  | 1    | 6            | 1     | 2  | 7     | 6     | 7  | 0     | 10 | 12 | 0  |   |
| Fareham                | —               | —  | —    | —                | 0  | 1    | 0              | 7  | 5    | 1            | 6     | 2  | 7     | 6     | 7  | 0     | 10 | 12 | 0  |   |
| Botley                 | —               | —  | —    | —                | 2  | 0    | 1              | 0  | 1    | 1            | 2     | 0  | 7     | 6     | 7  | 0     | 10 | 12 | 0  |   |
| Southampton            | ..              | .. | ..   | ..               | 4  | 0    | 2              | 9  | 1    | 10           | 6     | 4  | 8     | 7     | 7  | 0     | 10 | 12 | 0  |   |
| Bishopstoke            | ..              | .. | ..   | ..               | 3  | 0    | 2              | 0  | 1    | 4            | 4     | 6  | 3     | 4     | 8  | 7     | 0  | 10 | 12 | 0 |
| Winchester             | ..              | .. | ..   | ..               | 3  | 0    | 3              | 0  | 1    | 11           | 6     | 5  | 6     | 6     | 10 | 6     | 8  | 12 | 15 | 0 |
| Andover Road.          | ..              | .. | ..   | ..               | 4  | 0    | 3              | 0  | 1    | 11           | 6     | 5  | 6     | 6     | 10 | 6     | 8  | 12 | 15 | 0 |
| Basingstoke            | ..              | .. | 10   | 6                | 9  | 0    | 7              | 5  | 6    | 3            | 6     | 6  | 6     | 6     | 10 | 6     | 8  | 12 | 15 | 0 |
| Winchfield             | ..              | .. | ..   | ..               | 8  | 0    | 6              | 6  | 4    | 1            | 14    | 10 | 11    | 6     | 23 | 19    | 0  | 5  | 31 | 6 |
| Farnborough            | ..              | .. | ..   | ..               | 9  | 8    | 7              | 0  | 4    | 17           | 16    | 12 | 26    | 21    | 21 | 28    | 0  | 35 | 40 | 6 |
| Guildford              | ..              | .. | ..   | ..               | 12 | 0    | 8              | 6  | 5    | 17           | 19    | 18 | 35    | 32    | 6  | 25    | 34 | 40 | 42 | 0 |
| Woking                 | ..              | .. | ..   | ..               | 1  | 1    | 7              | 9  | 5    | 53           | 18    | 14 | 0     | 20    | 0  | 24    | 32 | 40 | 42 | 0 |
| Weybridge              | ..              | .. | ..   | ..               | 12 | 8    | 6              | 5  | 56   | 19           | 15    | 0  | 32    | 0     | 25 | 34    | 40 | 42 | 0  |   |
| Walton                 | ..              | .. | ..   | ..               | 12 | 8    | 10             | 5  | 58   | 19           | 16    | 5  | 33    | 0     | 26 | 35    | 40 | 42 | 0  |   |
| Becher & Clarendon     | ..              | .. | ..   | ..               | 12 | 6    | 9              | 5  | 59   | 20           | 15    | 6  | 34    | 0     | 26 | 35    | 40 | 42 | 0  |   |
| Kingston & Hampton Ct. | ..              | .. | ..   | ..               | 12 | 6    | 12             | 6  | 0    | 20           | 15    | 6  | 35    | 0     | 27 | 36    | 40 | 42 | 0  |   |
| Malden                 | ..              | .. | ..   | ..               | 12 | 6    | 9              | 0  | 20   | 15           | 6     | 35 | 0     | 27    | 36 | 40    | 42 | 0  | 6  |   |
| Wimborne               | ..              | .. | ..   | ..               | 13 | 0    | 9              | 6  | 6    | 21           | 16    | 16 | 0     | 28    | 37 | 40    | 42 | 0  | 6  |   |
| Clapham Common         | ..              | .. | ..   | ..               | 13 | 4    | 9              | 8  | 6    | 22           | 17    | 0  | 29    | 38    | 40 | 42    | 0  | 6  | 6  |   |

Sec., T. J. Buckton, Tooley-st.

## LONDON, BRIGHTON, &amp; SOUTH COAST.

Manager, Peter Clarke

| From<br>Ldn | Down Trains.                | 1<br>1,2,3 | 2<br>1,2,3 | 3<br>1,2,3 | 4<br>1 & 2 | 5<br>1 & 2 | 6<br>1 & 2 | 7<br>1 & 2 | 8<br>1,2,3 | 9<br>1 & 2 | 10<br>cls. | 11<br>1,2,3 | Sundays. |      |       |      |      | 1st, 2nd, and 3rd Class Carriages are attached to all the trains on the Branch lines, which are not attached to the trains on the main line either on Sunday or Monday. |
|-------------|-----------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|----------|------|-------|------|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mls         | Trains leave                | a.m.       | Chp.       | a.m.       | a.m.       | exp.       | noon.      | p.m.       | p.m.       | p.m.       | exp.       | p.m.        | a.m.     | Chp. | a.m.  | p.m. | p.m. |                                                                                                                                                                         |
|             | <b>*London Bridge.....</b>  | 7 0        | 9 0        | 10 0       | 11 0       | 12 0       | 2 0        | 3 0        | 4 0        | 5 0        | 6 0        | 7 0         | Chp.     | 7 0  | 10 45 | ..   | 6 30 |                                                                                                                                                                         |
| 3           | *New Cross .....            | 7 5        | 9 5        | ..         | ..         | ..         | ..         | 3 5        | ..         | ..         | 6 5        | ..          | ..       | 7 5  | 10 50 | ..   | 6 35 |                                                                                                                                                                         |
| 3½          | Forest Hill .....           | 7 13       | ..         | 10 10      | ..         | 12 10      | ..         | 3 13       | ..         | ..         | 6 13       | ..          | ..       | 7 13 | ..    | ..   | ..   |                                                                                                                                                                         |
| 10½         | *Croydon .....              | 7 25       | 9 25       | 10 25      | ..         | 12 23      | ..         | 3 25       | ..         | ..         | 6 25       | ..          | ..       | 7 25 | 11 10 | ..   | 6 55 |                                                                                                                                                                         |
| 13½         | Godstone Road .....         | 7 35       | 9 35       | ..         | ..         | ..         | ..         | 3 35       | ..         | ..         | 6 35       | ..          | ..       | 7 35 | ..    | ..   | 7 5  |                                                                                                                                                                         |
| 21          | *Stoat's Nest .....         | 7 40       | 9 40       | ..         | ..         | ..         | ..         | 3 40       | ..         | ..         | 6 40       | ..          | ..       | 7 40 | ..    | ..   | 7 10 |                                                                                                                                                                         |
| 14          | *Reigate .....              | 7 55       | 9 55       | 10 48      | 11 40      | 12 48      | 2 40       | 3 55       | 4 40       | 5 40       | 6 55       | ..          | ..       | 7 55 | 11 30 | ..   | 7 30 |                                                                                                                                                                         |
| 25½         | *Horley .....               | 8 5        | 10 5       | ..         | ..         | ..         | 2 50       | 4 5        | ..         | ..         | 7 5        | ..          | ..       | 8 5  | ..    | ..   | 7 40 |                                                                                                                                                                         |
| 29½         | *Three Bridges .....        | 8 15       | 10 15      | 11 8       | ..         | 1 8        | ..         | 4 17       | 5 0        | ..         | 7 15       | ..          | ..       | 8 15 | 11 50 | ..   | 7 50 |                                                                                                                                                                         |
| 33½         | Balcombe .....              | 8 30       | 10 30      | ..         | ..         | ..         | ..         | 4 35       | ..         | ..         | 7 30       | ..          | ..       | 8 25 | ..    | ..   | 8 5  |                                                                                                                                                                         |
| 37½         | *Hayward's Heath .....      | 8 40       | 10 40      | 11 25      | ..         | 1 28       | 3 25       | 4 45       | 5 20       | ..         | 7 40       | ..          | ..       | 8 35 | 12 15 | ..   | 8 15 |                                                                                                                                                                         |
| 41½         | Burgess Hill .....          | 8 50       | 10 50      | ..         | 12 13      | ..         | ..         | 4 55       | ..         | ..         | 7 50       | ..          | ..       | 8 45 | 12 25 | ..   | 8 25 |                                                                                                                                                                         |
| 43½         | *Hassock's Gate .....       | 9 0        | 11 0       | ..         | ..         | 1 38       | ..         | 5 5        | ..         | ..         | 8 2        | ..          | ..       | 8 55 | 12 35 | ..   | 8 35 |                                                                                                                                                                         |
| 50½         | *BRIGHTON arrival.          | 9 25       | 11 25      | 12 0       | 12 30      | 2 5        | 4 5        | 5 30       | 6 10       | 6 30       | 8 30       | ..          | ..       | 9 25 | 1 0   | ..   | 9 0  |                                                                                                                                                                         |
| —           | Ditto..... departure.       | 7 15       | 9 35       | ..         | ..         | 12 35      | 2 15       | 4 15       | ..         | 6 35       | 6 35       | 8 40        | 8 30     | ..   | 1 10  | 3 0  | 6 50 |                                                                                                                                                                         |
| 51½         | Hove .....                  | 9 39       | ..         | ..         | ..         | 2 19       | ..         | ..         | ..         | ..         | 8 34       | ..          | ..       | ..   | ..    | 3 4  | ..   |                                                                                                                                                                         |
| 53½         | Portslade .....             | 9 46       | ..         | ..         | ..         | 2 21       | 4 23       | ..         | 6 42       | 6 42       | ..         | 8 41        | ..       | ..   | 3 11  | 6 58 | ..   |                                                                                                                                                                         |
| 55          | Southwick .....             | 9 52       | ..         | ..         | ..         | 4 27       | ..         | ..         | ..         | ..         | 8 47       | ..          | ..       | 1 20 | ..    | 7 4  | ..   |                                                                                                                                                                         |
| 55½         | Kingston .....              | 7 23       | 9 56       | ..         | 12 4       | 2 28       | 4 31       | ..         | 6 48       | 6 48       | ..         | 8 51        | ..       | ..   | 3 18  | 7 8  | ..   |                                                                                                                                                                         |
| 56½         | Shoreham .....              | 7 27       | 10 1       | ..         | 12 53      | 2 33       | 4 35       | ..         | 6 53       | 6 53       | 8 54       | 8 56        | ..       | 1 28 | 3 23  | 7 13 | ..   |                                                                                                                                                                         |
| 58½         | Lancing .....               | ..         | 10 8       | ..         | ..         | ..         | 4 40       | ..         | 7 0        | 7 0        | ..         | 9 3         | ..       | ..   | 3 30  | 7 20 | ..   |                                                                                                                                                                         |
| 61½         | *Worthing .....             | 7 42       | 10 16      | ..         | 1 8        | 2 48       | 4 45       | ..         | 7 8        | 7 8        | 9 6        | 9 15        | ..       | 1 40 | 3 38  | 7 28 | ..   |                                                                                                                                                                         |
| 64½         | Goring .....                | 7 52       | 10 24      | ..         | ..         | 2 52       | ..         | ..         | 7 16       | 7 16       | ..         | 9 23        | ..       | 1 48 | ..    | 7 36 | ..   |                                                                                                                                                                         |
| 67½         | Angmering .....             | 8 0        | 10 31      | ..         | ..         | ..         | 4 55       | ..         | ..         | ..         | 9 18       | 9 30        | ..       | 1 55 | ..    | 7 43 | ..   |                                                                                                                                                                         |
| 68½         | *Littlehampton .....        | 8 5        | 10 37      | ..         | 1 25       | 3 9        | 5 1        | ..         | 7 25       | 7 25       | 9 24       | 9 36        | ..       | 2 1  | ..    | 7 49 | ..   |                                                                                                                                                                         |
| 70½         | Arundel .....               | 8 12       | 10 43      | ..         | 1 31       | 3 16       | 5 10       | ..         | 7 32       | 7 32       | 9 30       | 9 43        | ..       | 2 8  | ..    | 7 56 | ..   |                                                                                                                                                                         |
| 71½         | Yapton .....                | 8 16       | 10 48      | ..         | ..         | ..         | ..         | ..         | 7 37       | 7 37       | ..         | 9 48        | ..       | ..   | ..    | 8 2  | ..   |                                                                                                                                                                         |
| 74          | *Woodgate, for Bognor ..... | 8 24       | 10 54      | ..         | 1 40       | 3 25       | 5 20       | ..         | 7 44       | 7 44       | 9 40       | 9 55        | ..       | 2 18 | ..    | 8 10 | ..   |                                                                                                                                                                         |
| 77½         | Drayton, for Goodwood ..... | 8 32       | 11 2       | ..         | ..         | ..         | ..         | ..         | 7 53       | 7 53       | ..         | 10 3        | ..       | ..   | ..    | 8 19 | ..   |                                                                                                                                                                         |
| 79½         | *Chichester..... arrival.   | 8 45       | 11 15      | ..         | ..         | 2 0        | 3 45       | 5 40       | ..         | 8 5        | 8 5        | 10 5        | 10 10    | ..   | 2 30  | ..   | 8 30 | ..                                                                                                                                                                      |

## HASTINGS AND ST. LEONARD'S BRANCH.

| From<br>Brighton | Down Trains.                    | 1     | 2     | 3    | 4     | 5     | Sunday     | From<br>Hast. | Up Trains.                   | 1                               | 2     | 3     | 4     | Sunday |      |      |
|------------------|---------------------------------|-------|-------|------|-------|-------|------------|---------------|------------------------------|---------------------------------|-------|-------|-------|--------|------|------|
| Mls              | Trains leave                    | a.m.  | p.m.  | p.m. | p.m.  | p.m.  | a.m.       | p.m.          | Mls                          | Trains leave                    | a.m.  | p.m.  | p.m.  | a.m.   | p.m. |      |
|                  | <b>Brighton</b> .....           | 9 40  | 12 40 | 2 20 | 4 20  | 6 40  | 9 30       | 7 0           |                              | <b>Hstings &amp; St. Lenrds</b> | 7 0   | 9 40  | 12 10 | 4 40   | 7 30 | 4 45 |
| 8                | Lewes .....                     | 10 0  | 1 0   | 2 40 | 4 40  | 7 0   | 9 50       | 7 20          | 3                            | Bexhill .....                   | 7 5   | 9 45  | 12 15 | 4 45   | 7 35 | 4 50 |
| 10½              | Glynde .....                    | 10 10 | 1 10  | 2 50 | 4 50  | 7 10  | 10 7 30    |               | 10                           | West Ham and Pevensey ..        | 7 25  | 10 5  | 12 35 | 5      | 7 55 | 5 10 |
| 15½              | Berwick .....                   | 10 22 | 1 22  | 3 05 | 07 22 | 10 10 | 10 7 40    | 13½           | Polegate, for Eastb. & Halls | 7 35                            | 10 15 | 12 45 | 5 15  | 8 55   | 5 20 |      |
| 19               | Polegate, for Eastb. & Halls .. | 10 35 | 1 35  | 3 15 | 5 15  | 7 35  | 10 20 52   | 17½           | Berwick .....                | 7 50                            | 10 30 | 1 05  | 5 30  | 8 20   | 5 35 |      |
| 22½              | West Ham and Pevensey ..        | 10 45 | 1 45  | 3 25 | 5 25  | 7 45  | 10 30 8 2  | 22            | Glynde .....                 | 8 0                             | 10 40 | 1 10  | 5 40  | 8 30   | 5 45 |      |
| 29½              | Bexhill .....                   | 11 5  | 2 5   | 3 40 | 5 40  | 8 5   | 10 50 8 20 | 24½           | Lewes .....                  | 8 15                            | 10 50 | 1 25  | 5 50  | 8 40   | 6 0  |      |
| 32½              | <b>Hstngs &amp; St. Lenrds</b>  | 11 20 | 2 20  | 4 06 | 6 08  | 8 20  | 11 08 30   | 32½           | <b>Brighton</b> .....        | 8 40                            | 11 20 | 1 50  | 6 20  | 9 06   | 20   |      |



Res. Eng., R. J. Hood.

## LONDON, BRIGHTON, &amp; SOUTH COAST.

Loco. Sup., John Gray.

| Res. Eng., R. J. Hood. |                         | LONDON, BRIGHTON, & SUSSEX RAILWAY. |      |         |       |       |       |       |         |       |         |       |         | Sundays. |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |      |  |          |  |  |
|------------------------|-------------------------|-------------------------------------|------|---------|-------|-------|-------|-------|---------|-------|---------|-------|---------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|--|----------|--|--|
| Frm.                   | Chic.                   | 1                                   |      |         | 2     |       |       | 3     |         |       | 4       |       |         | 5        |         |         | 6       |         |         | 7       |         |         | 8       |         |         | 9       |         |         | 10      |      |  | Sundays. |  |  |
| Up Trains.             |                         | 1, 2, 3                             | exp. | 1, 2, 3 | 1 & 2 | 1 & 2 | 1 & 2 | 1 & 2 | 1, 2, 3 | 1 & 2 | 1, 2, 3 | 1 & 2 | 1, 2, 3 | 1, 2, 3  | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 |      |  |          |  |  |
| Mls                    | Trains leave            |                                     | a.m. | a.m.    | a.m.  | a.m.  | a.m.  | p.m.  | p.m.    | p.m.  | p.m.    | p.m.  | p.m.    | p.m.     | a.m.    | a.m.    | p.m.    | p.m.    | p.m.    | p.m.    | p.m.    | p.m.    | p.m.    | p.m.    | p.m.    | p.m.    | p.m.    | p.m.    | p.m.    | p.m. |  |          |  |  |
|                        | *Chichester             |                                     | 7 0  | 7 0     | 8 10  | 9 50  | 12 55 | 12 55 | 2 50    | 4 35  | 7 0     | 8 45  | ..      | 1 0      | 4 35    | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 2                      | Drayton, for Goodwood   |                                     | 7 4  | 7 4     | 8 19  | 10 0  | 12 18 | 12 18 | 2 10    | 4 40  | 7 10    | 8 57  | ..      | 1 4      | 4 40    | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 5 1/2                  | *Woodgate, for Bognor   |                                     | 7 12 | 7 12    | 8 19  | 10 0  | 12 18 | 12 18 | 2 10    | 4 49  | 7 10    | 8 57  | ..      | 1 12     | 4 49    | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 8                      | Yapton                  |                                     | 7 21 | 7 21    | 8 29  | 10 10 | 12 30 | 12 30 | 2 20    | 4 56  | 7 20    | 9 9   | ..      | 1 18     | 4 56    | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 9                      | Arundel                 |                                     | 7 21 | 7 21    | 8 29  | 10 10 | 12 30 | 12 30 | 2 20    | 5 2   | 7 20    | 9 16  | ..      | 1 22     | 5 2     | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 11                     | *Littlehampton          |                                     | 7 28 | 7 28    | 8 38  | 10 17 | 12 40 | 12 40 | 2 28    | 5 8   | 7 28    | 9 19  | ..      | 1 28     | 5 8     | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 13 1/2                 | Angmering               |                                     | 7 34 | 7 34    | 8 40  | 10 20 | 12 45 | 12 45 | ..      | 5 15  | 7 32    | 9 22  | ..      | 1 35     | 5 15    | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 15                     | Goring                  |                                     | 7 40 | 7 40    | 8 51  | 10 34 | 12 56 | 12 56 | ..      | 5 22  | 7 48    | 9 29  | ..      | 1 40     | 5 22    | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 18                     | *Worthing               |                                     | 7 46 | 7 46    | 8 51  | 10 34 | 12 56 | 12 56 | 2 34    | 5 30  | 7 48    | 9 37  | ..      | 1 45     | 5 30    | 7 45    | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 20 1/2                 | Lancing                 |                                     | 8 5  | 8 5     | 9 10  | 10 47 | 13 0  | 13 0  | ..      | 5 39  | 7 59    | 9 45  | ..      | 1 53     | 5 39    | 7 56    | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 23                     | Shoreham                |                                     | 8 0  | 8 0     | 9 10  | 10 47 | 13 0  | 13 0  | 2 48    | 5 42  | 8 0     | 9 53  | ..      | 2 3      | 5 42    | 8 0     | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 24                     | Kingston                |                                     | 8 4  | 8 4     | 9 8   | 10 52 | 13 16 | 13 16 | ..      | 5 53  | 8 10    | 9 59  | ..      | 2 53     | 5 53    | 8 10    | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 25                     | Southwick               |                                     | 8 8  | 8 8     | 9 22  | 10 56 | 13 30 | 13 30 | 2 56    | 5 58  | 8 10    | 10 4  | ..      | 3 0      | 5 58    | 8 10    | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 26                     | Portslade               |                                     | 8 18 | 8 18    | 9 22  | 10 56 | 13 30 | 13 30 | ..      | 6 5   | 8 10    | 10 11 | ..      | 3 21     | 6 5     | 8 20    | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 28                     | Hove                    |                                     | 8 25 | 8 25    | 9 45  | 11 20 | 13 45 | 13 45 | 3 20    | 6 25  | 8 20    | 10 20 | ..      | 3 40     | 6 25    | 8 25    | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 29                     | *Brighton..... arrival. |                                     | 8 25 | 8 25    | 9 45  | 11 20 | 13 45 | 13 45 | 3 20    | 6 25  | 8 20    | 10 20 | ..      | 3 40     | 6 25    | 8 25    | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 36                     | Ditto..... departure.   |                                     | 7 0  | 8 45    | 9 0   | 10 11 | 11 30 | 2 0   | 2 30    | 3 30  | 6 30    | ..    | ..      | ..       | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 36                     | *Hassock's Gate         |                                     | 7 20 | 7 20    | 9 20  | 10 18 | 11 48 | ..    | 2 50    | 3 48  | 6 50    | ..    | ..      | ..       | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 38 1/2                 | Burgess Hill            |                                     | 7 28 | 7 28    | 9 28  | 10 18 | 11 48 | ..    | 2 58    | 3 48  | 6 58    | ..    | ..      | ..       | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 41 1/2                 | *Hayward's Heath        |                                     | 7 38 | 7 38    | 9 38  | 10 18 | 11 48 | ..    | 3 8     | 4 7   | 7 8     | ..    | ..      | ..       | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 46                     | Balcombe                |                                     | 7 50 | 7 50    | 9 50  | 10 18 | 11 48 | ..    | 3 20    | 4 25  | 7 20    | ..    | ..      | ..       | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 50 1/2                 | *Three Bridges          |                                     | 8 0  | 8 0     | 10 0  | 10 52 | 12 25 | 2 50  | 3 33    | 4 25  | 7 33    | ..    | ..      | ..       | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 51                     | *Horley                 |                                     | 8 8  | 8 8     | 10 13 | 11 10 | 12 45 | 3 7   | 3 55    | 4 45  | 7 55    | ..    | ..      | ..       | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 58 1/2                 | *Reigate                |                                     | 8 20 | 9 30    | 10 25 | 11 10 | 12 45 | 3 7   | 3 55    | 4 45  | 7 55    | ..    | ..      | ..       | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 65                     | *Stout's Nest           |                                     | 8 35 | 8 35    | 10 39 | 11 35 | 12 45 | 3 7   | 3 55    | 4 45  | 7 55    | ..    | ..      | ..       | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 68 1/2                 | Godstone Road           |                                     | 8 40 | 8 40    | 10 45 | 11 35 | 12 45 | 3 7   | 3 55    | 4 45  | 7 55    | ..    | ..      | ..       | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 69 1/2                 | *Croydon                |                                     | 8 50 | 8 50    | 10 55 | 11 35 | 12 45 | 3 30  | 4 25    | 5 15  | 8 25    | ..    | ..      | ..       | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 74                     | Forest Hill             |                                     | 9 0  | 9 0     | 11 2  | 11 35 | 12 45 | 3 30  | 4 25    | 5 15  | 8 25    | ..    | ..      | ..       | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 76 1/2                 | *New Cross              |                                     | 9 5  | 9 5     | 11 10 | 11 35 | 12 45 | 3 30  | 4 25    | 5 15  | 8 25    | ..    | ..      | ..       | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |
| 79 1/2                 | *London Bridge          |                                     | 9 30 | 10 15   | 11 30 | 12 0  | 1 40  | 4 0   | 5 0     | 5 30  | 9 0     | ..    | ..      | ..       | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..   |  |          |  |  |

\* First Class only from Brighton.

The stations at which Carriages & Horses can be loaded or unloaded are marked thus \*.—No carriages or horses will be taken by 1 1/2 hour trains, at 11 a.m. and 5 p.m. down, and 8 1/2 a.m. up.

Fares between London & Brighton.—Passengers by first class, express, 12s. 6d., second class, express, 10s.; by first class, 2 and 2 1/2 hour trains, 10s.; 2nd class, included, 7s. 6d.; third class, 5s.; parliamentary trains, 4s. 3d.

## LONDON AND CROYDON.

From London to Croydon, hourly, from 8 1/2 a.m. until 10 1/2 p.m.: also additional trains at 3 1/2, 4 1/2, and 5 1/2 p.m.  
ON SUNDAYS, at 8 1/2, 9 1/2, and 10 1/2 a.m.; and hourly, from 1 1/2 to 10 1/2 p.m.

From Croydon to London, hourly, from 9 1/2 a.m. until 10 1/2 p.m.: also additional trains at 8, 8 50, 9 50, and 10 50 a.m.  
ON SUNDAYS, at 8 1/2, 9 1/2, and 10 1/2 a.m.; and hourly, from 1 1/2 until 10 1/2 p.m.

## BRIGHTON AND LEWES.

From Brighton.—WEEK-DAYS—7 1/2, 9 40 (cheap), and 11 1/2 a.m.; 12 40, 2 20, 4 20, 5 40, 6 40, and 8 40 p.m.  
SUNDAYS—7 1/2, and 9 1/2 a.m. (cheap); 1 10, 2 1/2, 7, and 9 10 p.m.

From Lewes.—WEEK-DAYS—8 1/2, 9 1/2, and 10 50 a.m.; 1 25, 3, 5, 5 50 (cheap), and 8 p.m.  
SUNDAYS—7 1/2 and 8 40 a.m.; 2, 4, 6 (cheap), and 8 p.m.

**Fares between London & Brighton.**—Passengers by first class, express, 12s. 6d.; second class, express, 10s.; by first class, 2 and 2 1/2 hour trains, 10s.; 2nd class, included, 7s. 6d.; third class, 5s.; parli-mentary trains, 4s. 3d.

\* First Class only from Brighton.

The stations at which Carriages & Horses can be loaded or unloaded are marked thus \*.—No carriages or horses will be taken by 1 1/2 hour trains, at 11 a.m. and 5 p.m. down, and 8 1/2 a.m. up.

| Miles. | DOWN<br>TRAINS.                    | 1, 2, 3      |                |                |               |                |                |               |                |                |               | Sunday Trains |                 |                 |                 |                 |                 |  |  |  |  |
|--------|------------------------------------|--------------|----------------|----------------|---------------|----------------|----------------|---------------|----------------|----------------|---------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------|--|--|--|--|
|        |                                    | Chp.<br>a.m. | class.<br>a.m. | class.<br>a.m. | mail.<br>a.m. | class.<br>p.m. | class.<br>p.m. | exps.<br>p.m. | class.<br>p.m. | class.<br>p.m. | Mail.<br>p.m. | Chp.<br>a.m.  | 1, 2, 3<br>a.m. | 1, 2, 3<br>p.m. | 1, 2, 3<br>p.m. | 1, 2, 3<br>p.m. | 1, 2, 3<br>p.m. |  |  |  |  |
|        | <b>London Bridge</b> ....          | 7 30         | 8 30           | 9 30           | 11 30         | 1 30           | 3 30           | 4 30          | 5 30           | 6 30           | 8 30          | 7 30          | 9 30            | 3 30            | 5 30            | 8 30            |                 |  |  |  |  |
| 11     | <b>Croydon</b> .....               | 7 53         | 8 53           | 9 57           | 11 55         | 1 57           | 3 53           | ..            | 5 57           | 6 56           | 8 53          | 7 53          | 9 57            | 3 57            | 5 57            | 8 53            |                 |  |  |  |  |
| 19     | <b>Merstham</b> .....              | 8 16         | ..             | 10 18          | ..            | 2 18           | ..             | ..            | 6 18           | 7 18           | ..            | 8 16          | 10 18           | 4 18            | 6 18            | ..              |                 |  |  |  |  |
| 21     | <b>Reigate</b> .....               | 8 24         | 9 18           | 10 26          | 12 19         | 2 26           | 4 18           | 5 4           | 6 26           | 7 25           | 9 18          | 8 24          | 10 26           | 4 26            | 6 26            | 9 18            |                 |  |  |  |  |
| 27     | <b>Godstone</b> .....              | 8 39         | ..             | 10 42          | ..            | 2 42           | 4 34           | ..            | 6 42           | 7 40           | ..            | 8 39          | 10 42           | 4 42            | 6 42            | ..              |                 |  |  |  |  |
| 32     | <b>Edenbridge</b> .....            | 8 51         | 9 41           | 10 55          | 12 42         | 2 55           | 4 45           | ..            | 6 55           | 7 53           | ..            | 8 51          | 10 55           | 4 55            | 6 55            | ..              |                 |  |  |  |  |
| 37     | <b>Penshurst</b> .....             | 9 4          | ..             | 11 10          | ..            | 3 10           | 4 58           | ..            | 7 10           | 8 7            | ..            | 9 4           | 11 10           | 5 10            | 7 10            | ..              |                 |  |  |  |  |
| 41     | <b>Tunbridge</b> .....             | 9 18         | 10 3           | 11 24          | 1 3           | 3 24           | 5 13           | 5 36          | 7 24           | 8 20           | 10 3          | 9 18          | 11 24           | 5 2             | 7 24            | 10 3            |                 |  |  |  |  |
| 46     | <b>Tunbridge Wells</b> ar.         | 9 45         | ..             | 11 55          | 1 25          | 3 55           | 5 35           | 5 55          | 8 45           | ..             | ..            | 9 45          | 11 55           | 5 55            | 7 5             | ..              |                 |  |  |  |  |
| 46     | <b>Paddock Wood</b> ...            | 9 33         | 10 18          | 11 40          | 1 18          | 3 40           | 5 26           | 5 47          | 7 40           | 8 32           | 10 18         | 9 33          | 11 40           | 5 40            | 7 40            | 10 18           |                 |  |  |  |  |
| 50     | <b>Yalding</b> .....               | 9 46         | ..             | 11 54          | ..            | 3 54           | ..             | ..            | 8 37           | ..             | ..            | 9 46          | 11 54           | 5 54            | 7 54            | ..              |                 |  |  |  |  |
| 51     | <b>Wateringbury</b> ....           | 9 52         | ..             | 12 1           | 1 36          | 4 1            | 5 46           | 6 3           | 8 42           | ..             | ..            | 9 52          | 12 1            | 6 1             | 8 1             | ..              |                 |  |  |  |  |
| 54     | <b>East Farle gh</b> ...           | 10 3         | ..             | 12 12          | ..            | 4 12           | ..             | ..            | 8 49           | ..             | ..            | 10 3          | 12 12           | 6 12            | 8 12            | ..              |                 |  |  |  |  |
| 56     | <b>Maidsstone</b> ar..             | 10 15        | ..             | 12 25          | 1 55          | 4 25           | 6 5            | 6 15          | 9 0            | ..             | ..            | 10 15         | 12 25           | 6 25            | 8 25            | ..              |                 |  |  |  |  |
| 51     | <b>Marden</b> , depart from...     | 9 46         | ..             | 11 53          | ..            | 3 53           | ..             | ..            | 7 53           | ..             | ..            | 9 46          | 11 53           | 5 53            | 7 53            | ..              |                 |  |  |  |  |
| 53     | <b>Staplehurst</b> .....           | 9 55         | 10 32          | 12 2           | 1 34          | 4 2            | 5 42           | 6 1           | 8 2            | ..             | 10 32         | 9 55          | 12 2            | 6 2             | 8 2             | 10 32           |                 |  |  |  |  |
| 56     | <b>Headcorn</b> .....              | 10 5         | ..             | 12 12          | ..            | 4 12           | ..             | ..            | 8 12           | ..             | ..            | 10 5          | 12 12           | 6 12            | 8 12            | ..              |                 |  |  |  |  |
| 62     | <b>Pluckley</b> .....              | 10 17        | ..             | 12 25          | ..            | 4 25           | ..             | ..            | 8 25           | ..             | ..            | 10 17         | 12 25           | 6 25            | 8 25            | ..              |                 |  |  |  |  |
| 67     | <b>Ashford</b> .....               | 10 30        | 11 2           | 12 39          | 2 4           | 4 39           | 6 13           | 6 23          | 8 3            | ..             | 11 2          | 10 30         | 12 39           | 6 39            | 8 39            | 11 2            |                 |  |  |  |  |
| 72     | <b>Wye</b> .....                   | 10 48        | 11 20          | 12 53          | 2 20          | 4 53           | ..             | ..            | 8 53           | ..             | ..            | 10 48         | 12 53           | 6 53            | 8 53            | ..              |                 |  |  |  |  |
| 76     | <b>Chilham</b> .....               | 10 58        | 11 30          | 1 7            | 2 30          | 5 7            | 6 43           | 6 43          | 9 7            | ..             | ..            | 10 58         | 1 7             | 7 7             | 9 7             | ..              |                 |  |  |  |  |
| 81     | <b>Canterbury</b> .....            | 11 12        | 11 45          | 1 20           | 2 45          | 5 20           | 6 55           | 6 55          | 9 20           | ..             | ..            | 11 12         | 1 20            | 7 20            | 9 20            | ..              |                 |  |  |  |  |
| 88     | <b>Grove Ferry</b> .....           | 11 28        | 12 0           | 1 35           | 3 0           | 5 35           | ..             | ..            | 9 35           | ..             | ..            | 11 28         | 1 35            | 7 35            | 9 35            | ..              |                 |  |  |  |  |
| 93     | <b>Minster</b> .....               | 11 40        | 12 12          | 1 50           | 3 12          | 5 10           | ..             | ..            | 9 5            | ..             | ..            | 11 40         | 1 50            | 7 50            | 9 50            | ..              |                 |  |  |  |  |
| 97     | <b>Ramsgate</b> .....              | 12 0         | 1 30           | 2 10           | 3 30          | 6 10           | 7 30           | 7 30          | 10 10          | ..             | ..            | 12 0          | 2 10            | 8 10            | 10 10           | ..              |                 |  |  |  |  |
| 101    | <b>Margate</b> .....               | 12 10        | 12 40          | 2 20           | 3 40          | 6 20           | 7 40           | 7 40          | 10 40          | ..             | ..            | 12 10         | 2 20            | 8 20            | 10 20           | ..              |                 |  |  |  |  |
| 75     | <b>Westenhanger &amp; Hythe</b> .. | 10 50        | 11 23          | 1 3            | 2 24          | 5 3            | 6 38           | ..            | 9 3            | ..             | ..            | 10 50         | 1 3             | 7 3             | 9 3             | ..              |                 |  |  |  |  |
| 82     | <b>Folkestone</b> .....            | 11 10        | 11 44          | 1 25           | 2 45          | 5 25           | 6 59           | 6 48          | 9 25           | ..             | 11 42         | 11 0          | 1 25            | 7 25            | 9 25            | 11 42           |                 |  |  |  |  |
| 83     | <b>Dover</b> ..... arrival         | 11 30        | 12 0           | 1 45           | 3 0           | 5 45           | 7 15           | 7 0           | 9 45           | ..             | 12 0          | 11 30         | 1 45            | 7 45            | 9 45            | 12 0            |                 |  |  |  |  |

| FARES.               |       |       |       |       |       |       |       |       |       | FARES.           |       |       |       |       |       |       |       |       |       |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| FROM LOND. EDGES     | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | FROM LOND. EDGES | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Croydon.....         | 2     | 0     | 1     | 6     | 0     | 11    | ..    | ..    | ..    | East Farleigh .. | 9     | 0     | 6     | 6     | 4     | 0     | ..    | ..    | ..    |
| Merstham.....        | 3     | 6     | 2     | 6     | 1     | 7     | ..    | ..    | ..    | Maidsstone.....  | 11    | 0     | 9     | 0     | 6     | 4     | 0     | ..    | ..    |
| Reigate.....         | 5     | 0     | 4     | 0     | 3     | 1     | 9     | ..    | ..    | Marden.....      | ..    | 9     | 6     | 7     | 0     | 4     | 3     | ..    | ..    |
| Godstone.....        | ..    | 5     | 0     | 4     | 0     | 2     | 3     | ..    | ..    | Staplehurst..... | 12    | 0     | 10    | 0     | 7     | 6     | 4     | 5     | ..    |
| Edenbridge.....      | ..    | 6     | 0     | 4     | 6     | 2     | 8     | ..    | ..    | Headcorn.....    | ..    | 10    | 6     | 7     | 6     | 4     | 8     | ..    | ..    |
| Penshurst.....       | ..    | 7     | 0     | 5     | 0     | 3     | 1     | ..    | ..    | Pluckley.....    | ..    | 11    | 6     | 8     | 6     | 5     | 2     | ..    | ..    |
| Tunbridge.....       | 9     | 6     | 7     | 6     | 5     | 6     | 3     | 5     | ..    | Ashford.....     | 15    | 6     | 12    | 6     | 9     | 0     | 5     | 7     | ..    |
| Tunbridge Wells 10 6 | 8     | 6     | 6     | 6     | 6     | 3     | 10    | ..    | ..    | Canterbury.....  | 18    | 6     | 15    | 0     | 11    | 0     | 6     | 9     | ..    |
| Paddock Wood.....    | 10    | 6     | 6     | 6     | 6     | 3     | 10    | ..    | ..    | Wamsgate.....    | 22    | 6     | 18    | 0     | 13    | 6     | 8     | 1     | ..    |
| Yalding.....         | ..    | 9     | 0     | 6     | 6     | 4     | 0     | ..    | ..    | Westenhanger ..  | ..    | 14    | 0     | 10    | 6     | 6     | 3     | ..    | ..    |
| Wateringbury.....    | 11    | 0     | 9     | 0     | 6     | 6     | 4     | 0     | ..    | Folkestone.....  | 19    | 0     | 15    | 6     | 11    | 6     | 6     | 10    | ..    |
|                      |       |       |       |       |       |       |       |       |       | DOVER.....       | 20    | 0     | 16    | 6     | 12    | 0     | 7     | 4     | ..    |

## WHITSTABLE BRANCH.

From Canterbury to Whitstable at 8 and 11 a.m., 2, and 6 p.m. On SUNDAYS at 9 a.m., 2 and 6 p.m. From Whitstable to Canterbury at 8½ a.m., 12½, 3½, and 7½ p.m. On SUNDAYS at 9½ a.m., 3 & 7 p.m. Fares, 1st class 1s.; 2nd, 6d. Day Tickets, 1st class, 1s. 6d.; 2nd 9d.

## MARGATE BRANCH.

From Ramsgate at 5 50, 6 50, 7 50, 8 50, 10 and 10 50 a.m.; 12 noon, 12½, 2 10, 2 50, 3½, 5 10, 6 10, 7½, 8 50, and 10 10 p.m. On SUNDAYS at 5 10, 7 10, & 9 10 a.m.; 12 10, 1 10, 2 10, 3 10, 5 10, 6 10, 8 10, and 10 10 p.m. From Margate at 6 25, 7 10, 8 10, 9 10, 10 25 & 11 10 a.m.; 12 10, 1 10, 2 25, 3 10, 4 10, 5 25, 7 10, 8 10, 9 10 and 10 25 p.m. On SUNDAYS at 6 40, 8 10 & 9 40 a.m.; 12 40, 1 50, 2 40, 5 40, 6 40, 8 40 and 10 40 p.m. Fares 9d., 6d., 4d. Day Tickets, 1s. 6d., 1s., 3d., 9d., 6d.

First Class through Passengers can be conveyed by the Goods train from Bricklayer's Arms at 11 p.m. By this train the foreign mail is conveyed twice a week—Children under two years of age, free; under twelve, half price.

DAY TICKETS are issued every day between any two of the Stations to go and return the same day; they are not issued on the Saturday or Sunday are available until the Monday Evening. They are not transferable.



Eng. in Chief, R. Stephenson.

**SOUTH EASTERN, or LONDON & DOVER.**

Res. Eng. P. W. Barlow.

| Up Trains. |                |        |        |       |       |        |        |        |        |       |       |       |       |       | Sunday Trains. |       |       |       |       |       |      |  |  |  |  |  |  |  |  |
|------------|----------------|--------|--------|-------|-------|--------|--------|--------|--------|-------|-------|-------|-------|-------|----------------|-------|-------|-------|-------|-------|------|--|--|--|--|--|--|--|--|
| Miles.     | 1 & 2          | 1,2,3  | 1 cl.  | 1,2,3 | 1 & 2 | 1,2,3  | 1 & 2  | 1 cl.  | 1,2,3  | 1 & 2 | 1 cl. | 1,2,3 | 1 & 2 | 1 cl. | 1,2,3          | 1 & 2 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | chp. |  |  |  |  |  |  |  |  |
|            | Mail           | class. | class. | exp.  | Mail  | class. | class. | class. | class. | exp.  | chp.  |       | Mail  | 1,2,3 | 1,2,3          | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | chp.  |      |  |  |  |  |  |  |  |  |
|            | a.m.           | a.m.   | a.m.   | p.m.  | a.m.  | a.m.   | a.m.   | p.m.   | p.m.   | p.m.  | p.m.  |       | a.m.  | a.m.  | a.m.           | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  |      |  |  |  |  |  |  |  |  |
| 0          | Dover          | 1 0    | ..     | 7 15  | 8 0   | 9 0    | 11 15  | 1 0    | 3 15   | 4 0   | 6 15  | ..    | 1 0   | 6 30  | 9 0            | 3 0   | 6 30  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 6          | Folkestone     | 1 15   | ..     | 7 28  | 8 10  | 9 14   | 11 27  | 1 14   | 3 27   | 4 10  | 6 29  | ..    | 1 15  | 6 44  | 9 14           | 3 14  | 6 44  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 13         | Westenhanger   | ..     | ..     | 7 46  | ..    | 9 35   | 11 44  | 1 35   | 3 44   | ..    | 6 50  | ..    | ..    | 7 5   | 9 35           | 3 35  | 7 5   | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 55         | Margate        | ..     | ..     | 6 25  | 7 10  | 8 10   | 10 25  | 12 10  | 2 25   | 3 10  | 5 25  | ..    | ..    | 5 40  | 8 10           | 1 55  | 5 40  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 51         | Ramsgate       | ..     | ..     | 6 45  | 7 30  | 8 30   | 10 45  | 12 30  | 2 45   | 3 30  | 5 45  | ..    | ..    | 6 0   | 8 30           | 2 30  | 6 0   | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 47         | Minster        | ..     | ..     | 6 54  | ..    | 8 40   | 10 53  | 12 40  | 2 53   | ..    | 5 55  | ..    | ..    | 6 10  | 8 40           | 2 40  | 6 10  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 42         | Grove Ferry    | ..     | ..     | 7 6   | ..    | 8 52   | 11 5   | 12 52  | 3 5    | ..    | 6 7   | ..    | ..    | 6 22  | 8 52           | 2 52  | 6 22  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 35         | Canterbury     | ..     | ..     | 7 22  | 8 0   | 9 8    | 11 20  | 1 8    | 3 20   | 4 0   | 6 23  | ..    | ..    | 6 38  | 9 8            | 3 8   | 6 38  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 30         | Chilham        | ..     | ..     | 7 37  | 8 10  | 9 24   | 11 35  | 1 24   | 3 35   | 4 10  | 6 39  | ..    | ..    | 6 54  | 9 24           | 3 24  | 6 54  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 25         | Wye            | ..     | ..     | 7 50  | ..    | 9 36   | 11 47  | 1 36   | 3 47   | ..    | 6 51  | ..    | ..    | 7 6   | 9 36           | 3 36  | 7 6   | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 21         | Ashford        | 1 52   | ..     | 8 5   | 8 35  | 9 54   | 12 1   | 1 54   | 4 1    | 14 35 | 7 9   | ..    | 1 52  | 7 24  | 9 54           | 3 54  | 7 24  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 27         | Pluckley       | ..     | ..     | 8 21  | ..    | 10 10  | ..     | 2 10   | ..     | ..    | 7 25  | ..    | ..    | 7 40  | 10 10          | 4 10  | 7 40  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 32         | Headcorn       | ..     | ..     | 8 33  | ..    | 10 23  | ..     | 2 23   | ..     | ..    | 7 38  | ..    | ..    | 7 53  | 10 23          | 4 23  | 7 53  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 35         | Staplehurst    | 2 24   | ..     | 8 41  | 8 57  | 10 31  | 12 31  | 2 31   | 4 31   | 5 7   | 7 43  | ..    | 2 24  | 8 1   | 10 31          | 4 31  | 8 1   | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 38         | Marden         | ..     | ..     | 8 50  | ..    | 10 40  | ..     | 2 40   | ..     | ..    | 7 53  | ..    | ..    | 8 10  | 10 40          | 4 40  | 8 10  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 52         | Maidstone dep. | ..     | 6 45   | ..    | 8 40  | 10 10  | 12 15  | 2 10   | 4 15   | 14 40 | 7 25  | ..    | ..    | 7 45  | 10 10          | 4 10  | 7 45  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 50         | East Farleigh  | ..     | 6 48   | ..    | ..    | 10 16  | ..     | 2 16   | ..     | ..    | 7 31  | ..    | ..    | 7 46  | 10 16          | 4 16  | 7 46  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 47         | Wateringbury   | ..     | 6 56   | ..    | 8 51  | 10 26  | 12 27  | 2 26   | 4 27   | 5 1   | 7 41  | ..    | ..    | 7 56  | 10 26          | 4 26  | 7 56  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 46         | Yalding        | ..     | 7 2    | ..    | ..    | 10 33  | ..     | 2 33   | ..     | ..    | 7 48  | ..    | ..    | 8 3   | 10 33          | 4 33  | 8 3   | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 42         | Paddock Wood   | ..     | 7 10   | 9 2   | 9 8   | 10 52  | 12 45  | 2 52   | 4 45   | 5 8   | 7 7   | ..    | ..    | 8 22  | 10 52          | 4 52  | 8 22  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 52         | unbridge Wells | ..     | 7 5    | ..    | 9 0   | 10 50  | 12 40  | 2 50   | 4 40   | 5 8   | 0     | ..    | ..    | 8 20  | 10 50          | 4 50  | 8 20  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 47         | Tunbridge      | 2 54   | 7 23   | 9 16  | 9 20  | 11 6   | 12 57  | 3 6    | 4 57   | 5 20  | 8 20  | ..    | 2 54  | 8 36  | 11 6           | 5 6   | 8 36  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 52         | Penshurst      | ..     | 7 38   | 9 33  | ..    | 11 24  | ..     | 3 24   | 5 15   | ..    | 8 39  | ..    | ..    | 8 54  | 11 24          | 5 24  | 8 54  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 57         | Edenbridge     | ..     | 7 50   | 9 48  | ..    | 11 38  | ..     | 3 38   | 5 28   | ..    | 8 53  | ..    | ..    | 9 8   | 11 38          | 5 38  | 9 8   | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 61         | Godstone       | ..     | 8 3    | 10 1  | ..    | 11 52  | ..     | 3 52   | 5 41   | ..    | 9 7   | ..    | ..    | 9 22  | 11 52          | 5 52  | 9 22  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 67         | Reigate        | 3 39   | 8 15   | 10 15 | 9 50  | 12 8   | 1 47   | 4 8    | 6 0    | 5 50  | 9 23  | ..    | 3 39  | 9 38  | 12 10          | 6 8   | 9 38  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 69         | Merstham       | ..     | 8 21   | 10 23 | ..    | 12 17  | ..     | 4 17   | ..     | ..    | 9 32  | ..    | ..    | 9 47  | 12 12          | 6 17  | 9 47  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 77         | Croydon        | 4 0    | 8 40   | 10 44 | ..    | 12 37  | 2 11   | 4 37   | 6 26   | ..    | 9 52  | ..    | 4 0   | 10    | 12 42          | 6 37  | 10 7  | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |
| 84         | London Bridge  | 4 30   | 9 15   | 11 15 | 10 30 | 1 15   | 2 45   | 5 15   | 7 0    | 6 30  | 10 30 | ..    | 4 30  | 10 45 | 1 15           | 7 15  | 10 45 | ..    | ..    | ..    |      |  |  |  |  |  |  |  |  |

| FARES.        |  |  |  |  | exp. | 1 cl. | 2 cl. | 3 cl. | FARES.        |   |    |    |    | exp. | 1 cl. | 2 cl. | 3 cl. | FARES.        |                 |            |  |  | exp. | 1 cl. | 2 cl. | 3 cl. |    |    |   |
|---------------|--|--|--|--|------|-------|-------|-------|---------------|---|----|----|----|------|-------|-------|-------|---------------|-----------------|------------|--|--|------|-------|-------|-------|----|----|---|
| FROM DOVER TO |  |  |  |  | s.   | d.    | s.    | d.    | FROM DOVER TO |   |    |    |    | s.   | d.    | s.    | d.    | FROM DOVER TO |                 |            |  |  | s.   | d.    | s.    | d.    |    |    |   |
| Folkestone    |  |  |  |  | 1    | 6     | ..    | ..    | Pluckley      |   |    |    |    | ..   | 5     | 0     | 4     | 0             | Tunbridge Wells |            |  |  |      | 12    | 0     | 10    | 0  |    |   |
| Westenhanger  |  |  |  |  | ..   | ..    | 2     | 0     | 1             | 1 | .. | .. | .. | 6    | 0     | 4     | 6     | 2             | Staplehurst     |            |  |  |      | 11    | 0     | 9     | 0  |    |   |
| Margate       |  |  |  |  | 12   | 6     | 10    | 0     | 7             | 6 | 4  | .. | .. | 8    | 0     | 6     | 5     | 0             | Penshurst       |            |  |  |      | ..    | 10    | 0     | 7  | 0  |   |
| Ramsgate      |  |  |  |  | 11   | 6     | 9     | 6     | 7             | 0 | 4  | 3  | .. | ..   | 7     | 0     | 5     | 6             | 3               | Edenbridge |  |  |      |       | ..    | 10    | 6  | 8  | 0 |
| Minster       |  |  |  |  | ..   | 9     | 0     | 6     | 0             | 3 | 6  | .. | .. | 12   | 0     | 7     | 0     | 4             | Godstone        |            |  |  |      | ..    | 11    | 6     | 8  | 5  |   |
| Grove Ferry   |  |  |  |  | ..   | 3     | 0     | 6     | 0             | 3 | 6  | .. | .. | 12   | 0     | 7     | 0     | 4             | Reigate         |            |  |  |      | 15    | 6     | 12    | 6  |    |   |
| Canterbury    |  |  |  |  | 8    | 0     | 6     | 5     | 0             | 2 | 11 | .. | .. | 11   | 0     | 9     | 0     | 6             | 3               | Merstham   |  |  |      |       | ..    | 13    | 0  | 9  | 6 |
| Chilham       |  |  |  |  | 7    | 0     | 5     | 6     | 4             | 0 | 2  | 6  | .. | ..   | 8     | 0     | 6     | 6             | 3               | Croydon    |  |  |      |       | ..    | 14    | 6  | 10 | 6 |
| Wye           |  |  |  |  | ..   | 4     | 6     | 3     | 6             | 2 | 1  | .. | .. | 9    | 6     | 6     | 0     | 3             | London Bridge   |            |  |  |      | 20    | 0     | 16    | 6  |    |   |
| Ashford       |  |  |  |  | 5    | 0     | 1     | 0     | 2             | 0 | 1  | 9  | .. | ..   | 8     | 0     | 6     | 0             | 3               |            |  |  |      |       | ..    | ..    | .. | .. |   |

Post Horses will be in readiness at the London Bridge Station, on the arrival of every train, to convey passengers to all parts of London, at 10/6 each, including driver; and at 1/6 per mile, for every additional mile, exceeding seven miles.

# Eastern Counties & Norfolk.—LONDON to ELY, NORWICH, & YARMOUTH.

Secs, P. C. Roney &amp; R. Tili. Shoreditch, London.

Loco. Engrs. Thos. Scott.

## DOWN TRAINS.

## Sunday Trains.

| Miles. | Stations.            | 1 & 2<br>class. | 1 & 2<br>class. | 1, 2, 3<br>class. | 1 & 2<br>mail. | 1 & 2<br>class. | 1, 2, 3<br>chp. | 1, 2, 3<br>class. | 1, 2, 3<br>cl. | 1 & 2<br>exps. | 10<br>mail. | 1<br>a.m. | 2<br>a.m. | 3<br>a.m. | 4<br>p.m. | 5<br>p.m. | 6<br>p.m. | 7<br>p.m. | 8<br>p.m. | 9<br>p.m. | 10<br>p.m. | 1<br>a.m. | 2<br>a.m. | 3<br>a.m. | 4<br>p.m. | 5<br>p.m. | 6<br>p.m. | mail |
|--------|----------------------|-----------------|-----------------|-------------------|----------------|-----------------|-----------------|-------------------|----------------|----------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|-----------|-----------|-----------|------|
| 1      | London dep.          | ..              | 7 15            | 9 30              | 11 30          | 1 15            | 2 03            | 3 30              | 5 06           | 0              | 8 40        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 3      | Mile End.....        | ..              | ..              | ..                | ..             | ..              | 2 3             | ..                | ..             | ..             | ..          | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 5      | Stratford.....       | ..              | ..              | 9 40              | ..             | ..              | 2 13            | 3 40              | ..             | ..             | ..          | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 7      | Lea Bridge.....      | ..              | ..              | ..                | ..             | ..              | 2 20            | ..                | ..             | ..             | ..          | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 9      | Tottenham.....       | ..              | 7 30            | 9 50              | ..             | ..              | 2 27            | 3 50              | ..             | ..             | ..          | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 11     | Marsh Lane.....      | ..              | ..              | ..                | ..             | ..              | 2 32            | ..                | ..             | ..             | ..          | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 13     | Edmonton.....        | ..              | ..              | ..                | ..             | ..              | 2 35            | ..                | ..             | ..             | ..          | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 15     | Pond's End.....      | ..              | ..              | 10 0              | ..             | ..              | 2 42            | 4 0               | ..             | ..             | ..          | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 17     | Waltham.....         | ..              | ..              | 10 8              | ..             | ..              | 2 51            | 4 8               | 5 26           | ..             | 9 10        | ..        | ..        | 7 1       | 10 5      | 2 51      | 7 54      | 9 10      | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 19     | Cheshunt.....        | ..              | ..              | ..                | ..             | ..              | 2 56            | ..                | 5 30           | ..             | ..          | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 21     | Broxbourne.....      | ..              | 7 52            | 10 20             | 12 10          | 1 55            | 3 8             | 4 20              | 5 40           | ..             | 9 20        | ..        | ..        | 7 28      | 10 22     | 3 4       | 8 9       | 9 20      | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 23     | Roydon.....          | ..              | ..              | 10 30             | ..             | ..              | 3 18            | 4 30              | 5 47           | ..             | ..          | ..        | ..        | 7 38      | 10 32     | 3 14      | 8 19      | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 25     | Burnt Mill.....      | ..              | ..              | 10 37             | ..             | ..              | 3 27            | 4 37              | 5 53           | ..             | ..          | ..        | ..        | 7 45      | 10 37     | ..        | 8 24      | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 27     | Harlow.....          | ..              | 8 6             | 10 42             | 12 26          | 2 13            | 3 33            | 4 42              | 5 58           | ..             | 9 37        | ..        | ..        | 7 52      | 10 43     | 3 25      | 8 30      | 9 37      | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 29     | Sawbridgeworth.....  | ..              | ..              | 10 49             | ..             | ..              | 3 41            | 4 49              | 6 4            | ..             | 9 42        | ..        | ..        | 8 0       | 10 49     | ..        | 8 36      | 9 42      | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 31     | Bp. Stortford.....   | ..              | 8 18            | 11 1              | 12 37          | 2 26            | 3 55            | 5 16              | 15 7           | 0              | 9 51        | ..        | ..        | 8 10      | 10 53     | 3 35      | 8 45      | 9 51      | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 33     | Stanstead.....       | ..              | ..              | 11 10             | ..             | 2 34            | 4 5             | 5 10              | 6 23           | ..             | ..          | ..        | ..        | 8 22      | 11 6      | 3 47      | 8 52      | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 35     | Elsenham.....        | ..              | ..              | 11 18             | ..             | ..              | 4 14            | 5 18              | 6 29           | ..             | ..          | ..        | ..        | 8 30      | 11 10     | 3 55      | 9 1       | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 37     | Newport.....         | ..              | ..              | 11 30             | ..             | 2 48            | 4 29            | 5 30              | 6 41           | ..             | 10 13       | ..        | ..        | 8 47      | 11 25     | ..        | 9 13      | 10 13     | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 39     | Wenden.....          | ..              | 8 43            | 11 36             | 1 7            | 2 54            | 4 37            | 5 36              | 6 48           | ..             | 10 18       | ..        | ..        | 8 55      | 11 40     | 4 18      | 9 20      | 10 18     | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 41     | Chesterford.....     | ..              | 8 53            | 11 46             | 1 19           | 3 6             | 4 49            | 5 46              | 7 0            | ..             | 10 26       | ..        | ..        | 9 10      | ..        | 4 32      | 9 32      | 10 23     | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 43     | Whitlessford.....    | ..              | ..              | 11 56             | ..             | 3 14            | 5 0             | 5 56              | 7 8            | ..             | ..          | ..        | ..        | 9 19      | ..        | 4 41      | 9 40      | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 45     | Shelford.....        | ..              | ..              | 12 8              | ..             | 3 24            | 5 11            | 6 8               | 7 17           | ..             | ..          | ..        | ..        | 9 29      | ..        | 4 50      | 9 49      | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 47     | Cambridge ar.....    | ..              | 9 14            | 12 17             | 1 38           | 3 35            | 5 22            | 6 25              | 7 30           | 7 50           | 10 49       | ..        | ..        | 9 40      | ..        | 5 0       | 10 10     | 10 49     | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 49     | Ditto..... dep.      | ..              | 9 22            | 12 25             | 1 46           | 3 43            | 5 30            | ..                | 7 38           | 7 55           | 10 57       | 7 0       | 9 48      | ..        | 5 8       | ..        | 10 57     | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 51     | Waterbeach.....      | ..              | ..              | 12 38             | ..             | 3 55            | 5 45            | ..                | 7 51           | ..             | 11 9        | ..        | ..        | 7 12      | 10 1      | ..        | 11 9      | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 53     | Ely.....             | ..              | 9 59            | 1 5               | 2 16           | 4 20            | 6 10            | ..                | 8 15           | 8 25           | 11 31       | 7 31      | 10 21     | ..        | 5 37      | ..        | 11 31     | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 55     | Mildenhall road..... | ..              | ..              | 1 20              | ..             | 4 35            | 6 25            | ..                | ..             | ..             | 11 49       | ..        | ..        | 7 47      | 10 37     | ..        | 5 53      | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 57     | Lakenheath.....      | ..              | ..              | 1 33              | ..             | 4 48            | 6 38            | ..                | ..             | ..             | ..          | ..        | ..        | 8 4       | 10 54     | ..        | 6 13      | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 59     | Brandon.....         | 8 7             | 10 45           | 1 50              | 3 0            | 5 0             | 6 50            | ..                | ..             | 9 0            | 12 25       | 8 7       | 11 13     | ..        | 6 25      | ..        | 12 25     | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 61     | Thetford.....        | 8 19            | 10 59           | ..                | 3 14           | ..              | 7 2             | ..                | ..             | 9 12           | 12 42       | 8 19      | 11 25     | ..        | 6 37      | ..        | 12 42     | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 63     | Harling Road.....    | 8 30            | 11 9            | ..                | 3 26           | ..              | 7 13            | ..                | ..             | ..             | ..          | 8 30      | 11 36     | ..        | 6 48      | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 65     | Eccles Road.....     | 8 39            | 11 17           | ..                | ..             | ..              | 7 22            | ..                | ..             | ..             | ..          | 8 39      | 11 45     | ..        | 6 56      | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 67     | Attleboro'.....      | 8 52            | 11 29           | ..                | 3 44           | ..              | 7 35            | ..                | ..             | 9 39           | 1 17        | 8 52      | 11 53     | ..        | 7 11      | ..        | 1 17      | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 69     | Spooner Row.....     | 8 57            | ..              | ..                | ..             | ..              | 7 40            | ..                | ..             | ..             | ..          | 8 57      | 12 3      | ..        | 7 15      | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 71     | Wymndhm.....         | 9 12            | 11 45           | ..                | 4 0            | ..              | 7 56            | ..                | ..             | 9 54           | 1 30        | 9 12      | 12 18     | ..        | 7 29      | ..        | 1 30      | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 73     | Hethersett.....      | 9 18            | ..              | ..                | ..             | ..              | 8 2             | ..                | ..             | ..             | ..          | 9 18      | 12 24     | ..        | 7 34      | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 75     | Trowse.....          | 9 47            | ..              | ..                | 4 32           | ..              | 8 32            | ..                | ..             | ..             | ..          | 9 47      | 12 47     | ..        | 8 2       | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 77     | Norwich air.....     | 9 52            | 12 22           | ..                | 4 37           | ..              | 8 37            | ..                | ..             | 10 26          | 1 55        | 9 52      | 12 52     | ..        | 8 7       | ..        | 1 55      | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 79     | Ditto..... dep.      | 10 0            | 12 30           | ..                | 4 45           | ..              | 8 45            | ..                | ..             | 10 30          | 2 5         | 10 0      | 1 0       | ..        | 8 15      | ..        | 2 5       | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 81     | Brundall.....        | 10 9            | 12 39           | ..                | 4 54           | ..              | 8 54            | ..                | ..             | ..             | ..          | 10 9      | 1 9       | ..        | 8 24      | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 83     | Buckenham.....       | 10 15           | ..              | ..                | 5 0            | ..              | 9 0             | ..                | ..             | ..             | ..          | 10 15     | 1 15      | ..        | 8 30      | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 85     | Cantley.....         | 10 21           | ..              | ..                | ..             | ..              | 9 6             | ..                | ..             | ..             | ..          | 10 21     | 1 21      | ..        | 8 36      | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 87     | Reedham.....         | 10 27           | 12 48           | ..                | 5 9            | ..              | 9 12            | ..                | ..             | ..             | ..          | 10 27     | 1 27      | ..        | 8 42      | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 89     | Berney Arms.....     | 10 27           | ..              | ..                | ..             | ..              | 9 22            | ..                | ..             | ..             | ..          | 10 27     | 1 37      | ..        | 8 52      | ..        | ..        | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |
| 91     | Yarmouth.....        | 10 55           | 1 10            | ..                | 5 30           | ..              | 9 40            | ..                | ..             | 11 15          | 2 55        | 11 55     | 1 55      | ..        | 9 10      | ..        | 2 55      | ..        | ..        | ..        | ..         | ..        | ..        | ..        | ..        | ..        | ..        | ..   |

## FARES FROM LONDON.

| TO               | 1 Cl. | 2 Cl. | 3 Cl. | TO | 1 Cl.         | 2 Cl.        | 3 Cl.        | TO | 1 Cl. | 2 Cl.         | 3 Cl.         | TO           | 1 Cl.        | 2 Cl. | 3 Cl. |   |   |   |
|------------------|-------|-------|-------|----|---------------|--------------|--------------|----|-------|---------------|---------------|--------------|--------------|-------|-------|---|---|---|
|                  | s. d. | s. d. | s. d. |    | s. d.         | s. d.        | s. d.        |    | s. d. | s. d.         | s. d.         |              | s. d.        | s. d. | s. d. |   |   |   |
| Mile End.....    | 0     | 4     | 0     | 2  | Cheshunt..... | 2            | 6            | 1  | 3     | Elsenham..... | 7             | 0            | 5            | 0     | 3     |   |   |   |
| Stratford.....   | 0     | 6     | 0     | 3  | Broxbourne... | 3            | 3            | 2  | 3     | Newport.....  | 8             | 0            | 5            | 0     | 3     |   |   |   |
| Lea Bridge.....  | 0     | 6     | 0     | 4  | Roydon.....   | 4            | 6            | 3  | 0     | Wenden.....   | 8             | 6            | 0            | 3     | 8     |   |   |   |
| Tottenham.....   | 0     | 8     | 0     | 6  | Burnt Mill... | 4            | 9            | 3  | 2     | 1             | Chesterford   | 9            | 6            | 6     | 4     | 0 |   |   |
| Marsh Lane.....  | 0     | 10    | 0     | 8  | 6             | Harlow.....  | 5            | 0  | 3     | 2             | 3             | Whitlessford | 10           | 0     | 7     | 0 | 4 |   |
| Edmonton.....    | 0     | 10    | 0     | 8  | 6             | 3            | 6            | 1  | 0     | 5             | Shelford..... | 10           | 6            | 7     | 0     | 4 |   |   |
| Pond's E. I..... | 1     | 3     | 1     | 0  | 9             | Bp. Stortfrd | 6            | 4  | 6     | 2             | 9             | Cambridge... | 10           | 6     | 7     | 0 | 4 |   |
| Waltham.....     | 2     | 0     | 1     | 6  | 1             | 0            | Stanstead... | 6  | 4     | 6             | 3             | 0            | Waterbech... | 12    | 0     | 8 | 6 | 5 |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |
|                  |       |       |       |    |               |              |              |    |       |               |               |              |              |       |       |   |   |   |



# Eastern Counties & Norfolk.—YARMOUTH, NORWICH, & ELY TO LONDON.

Traffic Supt., Robt. Moseley. W. Clay, Manager. Coach Supt., G. Richardson.

| Distances<br>from<br>Mile. | Stations.                 | UP TRAINS.      |             |           |                 |           |           |             |           |                  |            | Sunday Trains.  |               |                 |               |           |
|----------------------------|---------------------------|-----------------|-------------|-----------|-----------------|-----------|-----------|-------------|-----------|------------------|------------|-----------------|---------------|-----------------|---------------|-----------|
|                            |                           | 1,2,3<br>class. | 1&2<br>exp. | 3<br>Mail | 2,3,4<br>cheap. | 5<br>cls. | 6<br>cls. | 7,8<br>cls. | 8<br>cls. | Gds<br>&<br>Pas. | 10<br>mail | 1,2,3<br>class. | 2,3<br>class. | 1,2,3,4<br>chp. | 2,3<br>class. | 5<br>mail |
|                            |                           | a.m.            | a.m.        | a.m.      | a.m.            | a.m.      | p.m.      | p.m.        | p.m.      | p.m.             | p.m.       | a.m.            | a.m.          | p.m.            | p.m.          | p.m.      |
| —                          | <b>Yarmouth</b> .....     | 5 0             | ..          | ..        | ..              | 10 0      | ..        | 3 0 5       | 0 6       | 30 10            | 17 0       | 8 0             | ..            | 2 0             | 6 0           | 10 17     |
| 4                          | Berney Arms.....          | ..              | ..          | ..        | ..              | 10 6      | ..        | 5 6         | ..        | ..               | ..         | 8 6             | ..            | ..              | 6 6           | ..        |
| 8                          | Reedham.....              | ..              | ..          | ..        | ..              | 10 15     | ..        | 3 12 5      | 15        | ..               | ..         | 8 15            | ..            | 2 15            | 6 15          | ..        |
| 10                         | Cantley.....              | ..              | ..          | ..        | ..              | 10 22     | ..        | 5 22        | ..        | ..               | ..         | 8 22            | ..            | 2 22            | 6 22          | ..        |
| 12                         | Backenham.....            | ..              | ..          | ..        | ..              | 10 28     | ..        | 3 23 5      | 28        | ..               | ..         | 8 28            | ..            | 2 28            | 6 28          | ..        |
| 14                         | Brundall.....             | ..              | ..          | ..        | ..              | 10 34     | ..        | 3 29 5      | 34        | ..               | ..         | 8 34            | ..            | 2 34            | 6 34          | ..        |
| 20                         | <b>Norwich</b> ar.....    | 5 37            | ..          | ..        | ..              | 10 52     | ..        | 3 52 5      | 52        | 7 30             | 10 57      | 8 52            | ..            | 2 52            | 6 52          | 10 57     |
| 21                         | Ditto... dep.....         | 5 45            | 7 30        | ..        | ..              | 11 0      | ..        | 4 0 6       | 0         | ..               | 11 7       | 9 0             | ..            | 3 0             | 7 0           | 11 7      |
| 21                         | Trowse.....               | ..              | 7 35        | ..        | ..              | 11 5      | ..        | 6 5         | ..        | ..               | ..         | 9 5             | ..            | 3 5             | 7 5           | ..        |
| 26 1/2                     | Hethersett.....           | ..              | 7 42        | ..        | ..              | ..        | ..        | 6 12        | ..        | ..               | ..         | 9 12            | ..            | 3 12            | 7 12          | ..        |
| 30 1/2                     | <b>Wymondm.</b> .....     | 6 3             | 7 57        | ..        | ..              | 11 25     | ..        | 4 19 6      | 28        | ..               | 11 32      | 9 28            | ..            | 3 28            | 7 28          | 11 32     |
| 33                         | Spooner Row.....          | ..              | 8 1         | ..        | ..              | ..        | ..        | 6 32        | ..        | ..               | ..         | 9 32            | ..            | 3 32            | 7 32          | ..        |
| 36                         | <b>Attleboro'</b> .....   | 6 13            | 8 15        | ..        | ..              | 11 44     | ..        | 4 38 6      | 47        | ..               | 11 45      | 9 47            | ..            | 3 47            | 7 47          | 11 45     |
| 39 1/2                     | Eccles Road.....          | ..              | 8 20        | ..        | ..              | ..        | ..        | 4 43        | ..        | ..               | ..         | 9 52            | ..            | 3 52            | 7 52          | ..        |
| 42 1/2                     | Harling Road.....         | ..              | 8 28        | ..        | ..              | 11 56     | ..        | 4 52        | ..        | ..               | ..         | 10 0            | ..            | 4 0             | 8 0           | ..        |
| 50 1/2                     | <b>Thetford</b> .....     | 6 45            | 8 51        | ..        | ..              | 12 20     | ..        | 5 16 7      | 25        | ..               | 12 20      | 10 25           | ..            | 4 25            | 8 25          | 12 20     |
| 57 1/2                     | <b>Brandon</b> .....      | 7 5             | 9 15        | 9 45      | 12 45           | 2 30      | 5 40      | 7 50        | ..        | ..               | 12 53      | 10 50           | 6 45          | 4 50            | 8 50          | 12 53     |
| 61 1/2                     | Lakenheath.....           | ..              | 9 27        | 9 57      | ..              | 2 42      | 5 50      | ..          | ..        | ..               | ..         | ..              | 6 56          | 5 1             | 9 8           | ..        |
| 67                         | Mildenhall Drv.....       | ..              | 9 40        | 10 14     | ..              | 2 56      | 6 2       | ..          | ..        | 1 9              | ..         | 7 0             | 5 15          | 9 25            | 1 9           | ..        |
| 74                         | <b>Ely</b> .....          | 7 31            | 9 59        | 10 31     | 1 23            | 3 15      | 6 20      | 8 25        | ..        | 1 25             | 1 23       | 7 31            | 5 34          | 9 41            | 1 25          | ..        |
| 83 1/2                     | Waterbeach.....           | ..              | 10 19       | 11 1      | ..              | 3 38      | 6 40      | ..          | ..        | 1 47             | class.     | 7 53            | 5 59          | 10 0            | 1 47          | ..        |
| 88 1/2                     | <b>Cambridge</b> ar.....  | 8 9             | 10 33       | 11 14     | 1 53            | 3 52      | 6 54      | 8 55        | ..        | 1 59             | a.m.       | 8 6             | 6 11          | 10 12           | 1 59          | ..        |
| —                          | Ditto... dep.....         | 7 15            | 8 17        | 10 41     | 11 22           | 2 14      | 0 7       | 2 9         | 0         | 2 7              | 6 50       | 8 14            | 6 19          | ..              | 2 7           | ..        |
| 92                         | Shelford.....             | 7 26            | ..          | 10 50     | 11 32           | ..        | 4 11      | 7 11        | ..        | ..               | 7 1        | 8 25            | 6 31          | 1,2,3           | ..            | ..        |
| 96                         | Whittlesford.....         | 7 36            | ..          | 11 0      | 11 44           | ..        | 4 21      | 7 21        | ..        | ..               | 7 11       | 8 35            | 6 41          | class.          | ..            | ..        |
| 93 1/2                     | Chesterford.....          | 7 43            | 8 36        | 11 9      | 11 53           | ..        | 4 29      | 7 30        | ..        | 2 30             | 7 18       | 8 45            | 6 48          | p.m.            | 2 30          | ..        |
| 102 1/2                    | <b>Wenden</b> .....       | 7 55            | 8 47        | 11 21     | 12 6            | 2 32      | 4 42      | 7 42        | ..        | 2 38             | 7 35       | 8 58            | 7 2           | 5 35            | 2 38          | ..        |
| 104 1/2                    | Newport.....              | 8 3             | ..          | 11 27     | 12 13           | ..        | 4 48      | 7 48        | ..        | 2 43             | 7 44       | 9 6             | 7 9           | 5 44            | 2 43          | ..        |
| 109                        | Elsenham.....             | 8 15            | ..          | 11 42     | 12 28           | ..        | 5 27      | 8 28        | ..        | ..               | 7 58       | 9 20            | 7 25          | 5 58            | ..            | ..        |
| 110 1/2                    | Stanstead.....            | 8 23            | ..          | 11 49     | 12 35           | ..        | 5 9       | 8 0         | ..        | ..               | 8 5        | 9 27            | 7 31          | 6 5             | ..            | ..        |
| 113 1/2                    | <b>Bp. Stortfd.</b> ..... | 8 30            | 9 10        | 11 58     | 12 48           | 2 53      | 5 17      | 8 9         | 9 52      | ..               | 3 5        | 8 15            | 9 37          | 7 41            | 6 15          | 3 5       |
| 117 1/2                    | Sawbridgworth.....        | 8 40            | ..          | ..        | 1 0             | ..        | 5 28      | 8 9         | ..        | 3 14             | 8 23       | 9 45            | 7 55          | 6 28            | 3 14          | ..        |
| 119 1/2                    | <b>Harlow</b> .....       | 8 47            | ..          | 12 11     | 1 7             | ..        | 5 33      | 8 26        | ..        | 3 19             | 8 30       | 9 52            | 7 59          | 6 33            | 3 19          | ..        |
| 121 1/2                    | Purnt Mill.....           | 8 53            | ..          | ..        | 1 13            | ..        | 5 39      | 8 32        | ..        | ..               | 8 36       | 9 58            | 8 5           | 6 36            | ..            | ..        |
| 124                        | Roydon.....               | 9 0             | ..          | ..        | 1 20            | ..        | 5 46      | 8 39        | ..        | ..               | 8 43       | 10 5            | 8 13          | 6 43            | ..            | ..        |
| 127                        | <b>Broxborne</b> .....    | 9 19            | 9 30        | 12 28     | 1 30            | 3 25      | 5 55      | 8 51        | ..        | 3 36             | 8 55       | 10 17           | 8 22          | 6 55            | 3 36          | ..        |
| 129 1/2                    | Cheshunt.....             | 9 24            | ..          | ..        | 1 39            | ..        | ..        | 8 57        | ..        | ..               | 9 0        | 10 22           | ..            | 7 0             | ..            | ..        |
| 131 1/2                    | <b>Waltham</b> .....      | 9 28            | ..          | ..        | 1 42            | ..        | 6 3       | 9 1         | ..        | 3 46             | 9 6        | 10 28           | 8 34          | 7 6             | 3 46          | ..        |
| 134 1/2                    | <b>Pond's Ed.</b> .....   | ..              | ..          | ..        | 1 51            | ..        | ..        | 9 8         | ..        | ..               | 9 17       | 10 41           | 8 44          | 7 17            | ..            | ..        |
| 136                        | Edmonton.....             | ..              | ..          | ..        | 1 56            | ..        | ..        | ..          | ..        | ..               | 9 24       | 10 48           | ..            | 7 24            | ..            | ..        |
| 136 1/2                    | Marsh Lane.....           | ..              | ..          | ..        | 1 59            | ..        | ..        | ..          | ..        | ..               | 9 29       | 10 53           | 8 50          | 7 29            | ..            | ..        |
| 138 1/2                    | <b>Tottenham</b> .....    | ..              | ..          | ..        | 2 6             | ..        | 6 21      | 9 18        | ..        | ..               | 9 35       | 10 59           | 8 56          | 7 35            | ..            | ..        |
| 140 1/2                    | Lea Bridge.....           | ..              | ..          | ..        | 2 12            | ..        | ..        | 9 24        | ..        | ..               | 9 45       | 11 9            | 9 3           | 7 45            | ..            | ..        |
| 142 1/2                    | Stratford.....            | ..              | ..          | ..        | 2 18            | ..        | ..        | 9 30        | ..        | ..               | 9 51       | 11 16           | ..            | 7 51            | ..            | ..        |
| 145                        | Mile End.....             | ..              | ..          | ..        | ..              | ..        | ..        | ..          | ..        | ..               | 9 57       | 11 21           | ..            | 7 57            | ..            | ..        |
| 146                        | <b>London</b> .....       | 10 0            | 10 15       | 1 5       | 2 30            | 4 0       | 6 40      | 10 0        | 11 0      | ..               | 4 26       | 10 10           | 11 30         | 9 40            | 8 29          | 4 26      |

## FARES FROM YARMOUTH

| TO            | 1 Cl. | 2 Cl. | 3 Cl. | TO             | 1 Cl. | 2 Cl. | 3 Cl. | TO              | 1 Cl. | 2 Cl. | 3 Cl. | TO            | 1 Cl. | 2 Cl. | 3 Cl. |
|---------------|-------|-------|-------|----------------|-------|-------|-------|-----------------|-------|-------|-------|---------------|-------|-------|-------|
| s. d.         | s. d. | s. d. | s. d. | s. d.          | s. d. | s. d. | s. d. | s. d.           | s. d. | s. d. | s. d. | s. d.         | s. d. | s. d. | s. d. |
| Norwich ..    | 3 6   | 2 6   | 1 8   | Cambridge ..   | 16 0  | 11 0  | 7 5   | B. Stortford .. | 20 6  | 14 6  | 9 6   | Pond's E. ..  | 25 0  | 17 6  | 11 3  |
| Wymndm ..     | 5 3   | 3 10  | 2 6   | Shelford ..    | ..    | ..    | 7 8   | S. bridgwrth .. | ..    | ..    | 9 10  | Edmonton ..   | ..    | ..    | 11 5  |
| Attleboro' .. | 6 6   | 4 6   | 3 0   | Whittlesfrd .. | 17 0  | 12 0  | 8 3   | Harlow ..       | 22 0  | 15 6  | 10 0  | Marsh Lane .. | ..    | ..    | 11 5  |
| Thetford ..   | 9 6   | 6 6   | 4 9   | Chesterford .. | 17 0  | 12 0  | 8 3   | Burnt Mill ..   | ..    | ..    | 10 2  | Tottenham ..  | 25 6  | 18 0  | 11 7  |
| Brandon ..    | 10 0  | 7 0   | 4 10  | Wenden ..      | 18 0  | 12 6  | 8 7   | Roydon ..       | ..    | ..    | 10 4  | Lea Bridge .. | ..    | ..    | 11 9  |
| Mildenhld ..  | 12 0  | 8 6   | 5 6   | Newport ..     | 18 6  | 13 8  | 9 9   | Broxborne ..    | 23 0  | 16 6  | 10 0  | Stratford ..  | ..    | ..    | 11 11 |
| Ely ..        | 13 0  | 9 6   | 6 2   | Elsenham ..    | 19 6  | 13 6  | 9 2   | Cheshunt ..     | 23 6  | 17 0  | 11 0  | Mile End ..   | ..    | ..    | 12 1  |
| Waterbech ..  | 14 6  | 10 0  | 7 0   | Stanstead ..   | 20 0  | 14 0  | 9 3   | Waltham ..      | 23 6  | 17 0  | 11 0  | London ..     | 26 0  | 18 6  | 12 2  |

| Miles | STATIONS.                  | Down Trains.   |               |                 |               |               |              |               |             |               |              | Sundays.       |               |               |               |              | Fares.  |         |         |
|-------|----------------------------|----------------|---------------|-----------------|---------------|---------------|--------------|---------------|-------------|---------------|--------------|----------------|---------------|---------------|---------------|--------------|---------|---------|---------|
|       |                            | 1,2,3<br>class | 1,2,3<br>chp. | mail,<br>1,2cl. | 1,2,<br>3 cl. | 1,2,3<br>cls. | 1&2<br>fast. | 1,2,3<br>cls. | 1&2<br>cls. | 1,2,3<br>cls. | 1&2<br>mail. | 1,2,3<br>class | 1,2,3<br>chp. | 1,2,3<br>cls. | 1,2,3<br>cls. | 1&2<br>mail. | 1st cl. | 2d. cl. | 3d. cl. |
|       | Trains leave               | a.m.           | a.m.          | a.m.            | p.m.          | p.m.          | p.m.         | p.m.          | p.m.        | p.m.          | p.m.         | a.m.           | a.m.          | p.m.          | p.m.          | p.m.         | s. d.   | s. d.   | s. d.   |
|       | <b>Bishops gte. Witth.</b> | 8 15           | 11 0          | 1 02            | 15 3          | 0 4           | 10 5         | 30 5          | 30          | 8 30          | 10 15        | 7 3            | 9 45          | 2 30          | 6 0           | 8 30         | 0 4     | 0 3     | 0 2     |
| 1     | "  "  "  "  "  "           | 8 19           | 11 4          | 1 02            | 19 3          | 0 4           | 14 5         | 30 5          | 30          | 8 30          | 10 15        | 7 3            | 9 45          | 2 30          | 6 0           | 8 30         | 0 6     | 0 4     | 0 3     |
| 4     | <b>Stratford.</b>          | 8 28           | 11 10         | 1 13            | 28 3          | 0 4           | 23 5         | 45 6          | 41          | 8 40          | 10 30        | 7 11           | 9 58          | 2 43          | 6 13          | 8 40         | 1 0     | 0 8     | 0 5     |
| 5     | Forest Gate                | 8 3            | 11 17         | 1 26            | 32 3          | 0 4           | 27 5         | 45 6          | 45          | 8 46          | 10 36        | 7 15           | 10 2          | 2 46          | 6 17          | 8 46         | 1 4     | 1 0     | 0 7     |
| 7     | "  "  "  "  "  "           | 8 40           | 11 28         | 1 41            | 37 3          | 0 4           | 31 5         | 45 6          | 45          | 8 53          | 10 43        | 7 27           | 10 7          | 2 52          | 6 26          | 8 53         | 2 2     | 1 9     | 1 0     |
| 12    | Rumford                    | 8 56           | 11 34         | 1 58            | 43 3          | 0 4           | 35 5         | 45 6          | 45          | 9 01          | 10 51        | 7 39           | 10 22         | 3 03          | 6 39          | 9 01         | 3 6     | 2 6     | 1 6     |
| 18    | Brentwood                  | 9 1            | 11 4          | 2 14            | 48 3          | 0 4           | 39 5         | 45 6          | 45          | 9 11          | 10 51        | 7 53           | 10 40         | 3 25          | 6 55          | 9 11         | 3 6     | 2 6     | 1 6     |
| 23    | Ingatstone                 | 9 29           | 12 10         | 2 31            | 51 3          | 0 4           | 43 5         | 45 6          | 45          | 9 48          | 11 38        | 8 22           | 11 3          | 4 15          | 7 27          | 9 48         | 6 6     | 4 6     | 2 6     |
| 30    | <b>Chelmsford</b>          | 9 43           | 12 10         | 2 31            | 51 3          | 0 4           | 43 5         | 45 6          | 45          | 9 48          | 11 38        | 8 22           | 11 3          | 4 15          | 7 27          | 9 48         | 6 6     | 4 6     | 2 6     |
| 35    | "  "  "  "  "  "           | 9 55           | 12 23         | 2 43            | 54 3          | 0 4           | 46 5         | 45 6          | 45          | 9 53          | 11 43        | 8 35           | 11 3          | 4 35          | 7 41          | 9 53         | 6 6     | 4 6     | 2 6     |
| 38    | Witth.                     | 10 7           | 12 30         | 2 43            | 54 3          | 0 4           | 46 5         | 45 6          | 45          | 10 13         | 11 53        | 8 45           | 11 3          | 4 35          | 7 41          | 10 13        | 8 6     | 6 6     | 3 6     |
| 42    | Kelvedon                   | 10 17          | 12 40         | 3 4             | 54 3          | 0 4           | 46 5         | 45 6          | 45          | 10 23         | 12 3         | 8 55           | 11 3          | 4 35          | 7 41          | 10 23        | 9 0     | 6 6     | 3 6     |
| 47    | Marks Tey                  | 10 27          | 12 50         | 3 12            | 54 3          | 0 4           | 46 5         | 45 6          | 45          | 10 44         | 12 3         | 9 5            | 11 3          | 4 35          | 7 41          | 10 44        | 10 1    | 7 6     | 3 11    |
| 51    | <b>Colchester</b>          | 8 0            | 10 50         | 1 53            | 58 3          | 0 4           | 43 5         | 45 6          | 45          | 10 44         | 12 3         | 9 20           | 11 3          | 4 35          | 7 41          | 10 44        | 11 0    | 7 6     | 3 11    |
| 55    | Ardleigh                   | 8 12           | 11 2          | 1 53            | 58 3          | 0 4           | 43 5         | 45 6          | 45          | 11 2          | 12 3         | 9 32           | 11 3          | 4 35          | 7 41          | 11 2         | 12 0    | 8 2     | 4 7     |
| 59    | Manningtree                | 8 24           | 11 14         | 2 3             | 59 3          | 0 4           | 45 5         | 45 6          | 45          | 11 15         | 12 3         | 9 44           | 11 3          | 4 35          | 7 41          | 11 15        | 13 0    | 8 10    | 4 11    |
| 63    | Bentley                    | 8 36           | 11 26         | 2 41            | 1 1           | 0 4           | 45 5         | 45 6          | 45          | 11 28         | 12 3         | 9 56           | 11 3          | 4 35          | 7 41          | 11 28        | 14 0    | 9 1     | 5 3     |
| 68    | <b>Ipswich</b>             | 8 52           | 11 42         | 2 53            | 1 1           | 0 4           | 45 5         | 45 6          | 45          | 11 39         | 12 3         | 10 12          | 11 3          | 4 35          | 7 41          | 11 39        | 15 0    | 10 0    | 5 8     |
| 71    | Bramford                   | 9 6            | 11 56         | 3 43            | 1 1           | 0 4           | 45 5         | 45 6          | 45          | 11 51         | 12 3         | 10 26          | 11 3          | 4 35          | 7 41          | 11 51        | 16 0    | 10 4    | 5 11    |
| 73    | Claydon                    | 9 12           | 12 2          | 3 45            | 1 1           | 0 4           | 45 5         | 45 6          | 45          | 11 57         | 12 3         | 10 32          | 11 3          | 4 35          | 7 41          | 11 57        | 16 0    | 10 4    | 5 11    |
| 77    | Needham                    | 9 23           | 12 13         | 3 45            | 1 1           | 0 4           | 45 5         | 45 6          | 45          | 12 0          | 12 3         | 10 43          | 11 3          | 4 35          | 7 41          | 12 0         | 17 6    | 11 6    | 6 8     |
| 80    | Stow Market                | 9 35           | 12 2          | 3 5             | 1 1           | 0 4           | 45 5         | 45 6          | 45          | 12 0          | 12 3         | 10 55          | 11 3          | 4 35          | 7 41          | 12 0         | 18 0    | 12 0    | 7 0     |
| 84    | Haughley Road              | 9 47           | 12 37         | 3 52            | 1 1           | 0 4           | 45 5         | 45 6          | 45          | 12 3          | 12 3         | 11 7           | 11 3          | 4 35          | 7 41          | 12 3         | 18 0    | 12 0    | 7 0     |
| 86    | Elmswell                   | 9 54           | 12 44         | 3 57            | 1 1           | 0 4           | 45 5         | 45 6          | 45          | 12 3          | 12 3         | 11 14          | 11 3          | 4 35          | 7 41          | 12 3         | 18 0    | 12 0    | 7 0     |
| 91    | Thurston                   | 10 9           | 12 59         | 4 2             | 1 1           | 0 4           | 45 5         | 45 6          | 45          | 12 3          | 12 3         | 11 29          | 11 3          | 4 35          | 7 41          | 12 3         | 18 0    | 12 0    | 7 0     |
| 95    | <b>Bury St. Edmunds</b>    | 10 12          | 1 0           | 4 53            | 1 1           | 0 4           | 45 5         | 45 6          | 45          | 12 3          | 12 3         | 11 40          | 11 3          | 4 35          | 7 41          | 12 3         | 18 0    | 12 0    | 7 0     |

## PETERBOROUGH, STAMFORD, AND NORWICH.

| Stations.                   | Week Days. |          |          |            |          | Sundays.   |            |            | Fares from London. |            |            |
|-----------------------------|------------|----------|----------|------------|----------|------------|------------|------------|--------------------|------------|------------|
|                             | 1&2 Cls.   | 1&2 Cls. | 1&2 Cls. | 1,2,3 Cls. | 1&2 Exp. | 1,2,3 Cls. | 1,2,3 Cls. | 1,2,3 Cls. | 1st Class.         | 2nd Class. | 3rd Class. |
| London                      | a.m.       | a.m.     | a.m.     | p.m.       | p.m.     | a.m.       | a.m.       | p.m.       | s. d.              | s. d.      | s. d.      |
| Ey                          | 7 29       | 9 59     | 2 16     | 6 20       | 8 25     | 7 31       | 10 21      | 5 37       | 12 6               | 9 6        | 5 6        |
| 75 Chittisham               | 7 42       | 10 12    | 2 16     | 6 43       | 8 25     | 7 44       | 10 34      | 5 50       | 13 0               | 9 11       | 5 9        |
| 82 Manea                    | 8 0        | 10 30    | 2 44     | 7 4        | 9 0      | 8 2        | 10 52      | 6 8        | 13 0               | 10 0       | 6 0        |
| 87 March.                   | 8 13       | 10 43    | 2 56     | 7 21       | 9 0      | 8 15       | 11 5       | 6 21       | 13 0               | 10 0       | 6 0        |
| 96 Whit lesea               | 8 37       | 11 7     | 3 15     | 7 50       | 9 20     | 8 39       | 11 29      | 6 45       | 13 0               | 10 0       | 6 0        |
| 102 Peterborough departure. | 9 15       | 11 45    | 3 55     | 8 30       | 10 0     | 9 20       | 12 10      | 7 30       | 13 0               | 10 0       | 6 0        |
| 105 Walton                  | 9 23       | 12 0     | 4 10     | 8 38       | 10 15    | 9 28       | 12 18      | 7 38       | 13 6               | 10 6       | 6 3        |
| 108 Helpstone               | 9 33       | 12 0     | 4 10     | 8 48       | 10 15    | 9 38       | 12 28      | 7 48       | 14 2               | 10 10      | 6 7        |
| 112 Uffington               | 9 44       | 12 0     | 4 30     | 8 59       | 10 35    | 9 49       | 12 39      | 7 59       | 14 8               | 11 3       | 6 10       |
| 115 Stamford                | 9 55       | 12 0     | 4 30     | 9 10       | 10 35    | 10 0       | 12 50      | 8 10       | 15 0               | 11 6       | 7 0        |



| Mls. | STATIONS.        | Up Trains. |       |       |       |       |       |       |       |       |       |       |       |      |       |       | Sundays. |       |       |         |        | Fares. |       |     |
|------|------------------|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|----------|-------|-------|---------|--------|--------|-------|-----|
|      |                  | 1&2        | 1,2,3 | 1,2,3 | 1,2,3 | 1&2   | 1&2   | 1&2   | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | 1&2  | 1,2,3 | 1,2,3 | 1,2,3    | 1,2,3 | 1,2,3 | 1st cl. | 2d cl. | 3d cl. |       |     |
|      |                  | mail       | cls.  | cls.  | cls.  | fast. | mail. | cls.  | cls.  | chp   | cls.  | cls.  | cls.  | mail | cls.  | chp.  | cls.     | cls.  | cls.  | cls.    | s. d.  | s. d.  | s. d. |     |
|      | Bury St. Edmnds. | ..         | ..    | ..    | ..    | ..    | 8 40  | 11 40 | ..    | 2 12  | 3 40  | 6 30  | ..    | ..   | 7 10  | ..    | 3 25     | ..    | ..    | ..      | 0 10   | 0 6    | 0 4   |     |
|      | Thurston         | ..         | ..    | ..    | ..    | ..    | 8 51  | 11 51 | ..    | 2 23  | 3 51  | 6 41  | ..    | ..   | 7 21  | ..    | 3 36     | ..    | ..    | ..      | 1 10   | 1 2    | 0 8   |     |
|      | Elmswell         | ..         | ..    | ..    | ..    | ..    | 9 6   | 12 6  | ..    | 2 38  | 4 6   | 6 56  | ..    | ..   | 7 36  | ..    | 3 51     | ..    | ..    | ..      | 2 4    | 1 4    | 0 11  |     |
|      | Haughlev Road    | ..         | ..    | ..    | ..    | ..    | 9 13  | 12 13 | ..    | 2 45  | 4 13  | 7 3   | ..    | ..   | 7 43  | ..    | 3 58     | ..    | ..    | ..      | 3 0    | 1 11   | 1 3   |     |
|      | Stowmarket       | ..         | ..    | ..    | ..    | ..    | 9 25  | 12 25 | ..    | 2 57  | 4 25  | 7 15  | ..    | ..   | 7 55  | ..    | 4 10     | ..    | ..    | ..      | 3 8    | 2 4    | 1 6   |     |
|      | Needham          | ..         | ..    | ..    | ..    | ..    | 9 37  | 12 37 | ..    | 3 9   | 4 37  | 7 27  | ..    | ..   | 8 7   | ..    | 4 22     | ..    | ..    | ..      | 4 6    | 2 10   | 1 10  |     |
|      | Claydon          | ..         | ..    | ..    | ..    | ..    | 9 48  | 12 48 | ..    | 3 20  | 4 48  | 7 38  | ..    | ..   | 8 18  | ..    | 4 33     | ..    | ..    | ..      | 5 0    | 3 0    | 2 0   |     |
|      | Bramford         | ..         | ..    | ..    | ..    | ..    | 9 54  | 12 54 | ..    | 3 26  | 4 54  | 7 44  | ..    | ..   | 8 2   | ..    | 4 39     | ..    | ..    | ..      | 5 6    | 3 6    | 2 3   |     |
|      | Spwisch          | 1 20       | ..    | ..    | ..    | ..    | 8 10  | 10 8  | 1 8   | ..    | 3 40  | 5 8   | 7 58  | 1 21 | ..    | 8 38  | ..       | 4 53  | ..    | ..      | ..     | 6 6    | 4 2   | 2 7 |
| 5    | Bentley          | ..         | ..    | ..    | ..    | ..    | 8 24  | 10 24 | 1 24  | ..    | 3 53  | 5 24  | 1 14  | ..   | ..    | 8 54  | ..       | 5 9   | ..    | ..      | ..     | 7 0    | 4 6   | 3 0 |
| 9    | Manningtree      | 1 45       | ..    | ..    | ..    | ..    | 8 36  | 10 36 | 1 36  | ..    | 4 4   | 5 36  | 1 26  | 1 45 | ..    | 9 6   | ..       | 5 21  | ..    | ..      | ..     | 7 0    | 4 6   | 3 4 |
| 13   | Ardleigh         | 1 56       | ..    | ..    | ..    | ..    | 8 48  | 10 48 | 1 48  | ..    | 4 15  | 5 48  | 1 38  | 1 56 | ..    | 9 18  | ..       | 5 33  | ..    | ..      | ..     | 7 0    | 4 6   | 3 8 |
| 17   | Colchester       | 2 11       | ..    | ..    | ..    | 7 25  | 9 0   | 11 0  | 2 0   | ..    | 4 30  | 6 0   | 1 50  | 2 11 | ..    | 9 3   | ..       | 5 45  | ..    | ..      | ..     | 7 0    | 4 6   | 3 8 |
| 21   | Marks Tey        | ..         | ..    | ..    | ..    | ..    | 9 10  | ..    | 2 10  | ..    | 4 42  | ..    | ..    | ..   | ..    | 9 40  | ..       | 5 55  | ..    | ..      | ..     | 8 0    | 5 1   | 4 0 |
| 26   | Kevedon          | 2 37       | ..    | ..    | ..    | 7 47  | 9 22  | 11 22 | 2 22  | ..    | 4 57  | 6 20  | ..    | 2 3  | ..    | 9 52  | ..       | 6 7   | ..    | ..      | ..     | 9 0    | 5 9   | 4 5 |
| 29   | Witham           | 2 47       | ..    | ..    | ..    | 7 58  | 9 32  | 11 32 | 2 32  | ..    | 5 7   | 6 34  | ..    | 2 47 | ..    | 10 2  | ..       | 6 17  | ..    | ..      | ..     | 9 6    | 6 3   | 4 8 |
| 33   | Hatfield         | ..         | ..    | ..    | ..    | 8 6   | 9 40  | 11 40 | 2 40  | ..    | 5 15  | 6 43  | ..    | ..   | ..    | 10 13 | ..       | 6 27  | ..    | ..      | ..     | 10 6   | 6 10  | 5 0 |
| 38   | Chemsford.       | 3 12       | ..    | ..    | ..    | 8 23  | 9 55  | 11 54 | 2 49  | ..    | 5 32  | 6 57  | ..    | 3 12 | ..    | 10 26 | 12 30    | 6 41  | 7 0   | ..      | ..     | 11 6   | 7 8   | 5 5 |
| 44   | Ingatesstone     | 3 30       | ..    | ..    | ..    | 8 38  | ..    | 12 8  | 3 6   | ..    | 5 53  | 7 13  | ..    | 3 30 | ..    | 10 41 | 12 50    | 6 59  | 7 2   | 13      | 2      | 8      | 6     | 6   |
| 50   | Brentwood        | 3 49       | ..    | ..    | ..    | 8 53  | 10 20 | 12 23 | 3 19  | 5 30  | 6 11  | 7 27  | ..    | 3 49 | ..    | 11 0  | 1 5      | 7 15  | 7 35  | 14      | 11     | 9      | 6     | 5   |
| 56   | Romford          | 4 6        | ..    | ..    | ..    | 8 36  | 10 35 | 12 39 | 3 34  | 5 45  | 6 29  | 7 42  | ..    | 4 6  | ..    | 11 18 | 1 23     | 7 33  | 7 53  | 15      | 6      | 10     | 6     | 11  |
| 61   | Ilford           | 4 16       | ..    | ..    | ..    | 8 46  | 9 22  | 12 49 | 3 46  | 5 56  | 6 15  | 7 56  | ..    | 4 16 | ..    | 11 33 | 1 38     | ..    | 8 8   | 16      | 8      | 11     | 7     | 0   |
| 63   | Forest Gate      | ..         | ..    | ..    | ..    | 8 51  | 9 27  | ..    | ..    | 6 0   | 6 50  | 8 3   | ..    | ..   | ..    | 11 38 | 1 44     | ..    | 8 14  | 17      | 3      | 11     | 6     | 7   |
| 64   | Stratford        | 4 22       | 8 15  | ..    | ..    | 9 59  | 9 35  | 10 50 | 12 58 | 3 56  | 6 7   | 8 12  | ..    | 4 22 | 8 15  | 11 43 | 1 47     | ..    | 8 17  | 17      | 3      | 11     | 6     | 7   |
| 67   | Wile End         | ..         | ..    | ..    | ..    | ..    | Wed.  | ..    | ..    | 7 10  | 8 25  | ..    | ..    | ..   | ..    | 11 57 | 1 56     | ..    | 8 26  | 18      | 0      | 12     | 6     | 7   |
| 68   | Bishopsgte Wt.   | 4 30       | 8 30  | 9 10  | 9 45  | 11 0  | 1 12  | 4 10  | 6 27  | 7 20  | 8 37  | ..    | 4 30  | 8 30 | 12 5  | 2 10  | 8 0      | 8 45  | 18    | 0       | 12     | 6      | 7     | 0   |

## PETERBOROUGH, STAMFORD, AND NORWICH

From Peterbro'.

|                          |            | Week Days. |          |          |           |          |            |           |           |           |           | Sundays.  |           |         |         | Fares.  |  |  |  |
|--------------------------|------------|------------|----------|----------|-----------|----------|------------|-----------|-----------|-----------|-----------|-----------|-----------|---------|---------|---------|--|--|--|
| Stations.                |            | 1&2 cls.   | 1&2 cls. | 1&2 cls. | 1,2,3 cl. | 1&2 exp. | 1,2,3 cls. | 1,2,3 cl. | 1,2,3 cl. | 1,2,3 cl. | 1,2,3 cl. | 1,2,3 cl. | 1,2,3 cl. | 1s. cl. | 2nd cl. | 3rd cl. |  |  |  |
|                          |            | a.m.       | a.m.     | a.m.     | p.m.      | p.m.     | p.m.       | a.m.      | a.m.      | a.m.      | a.m.      | a.m.      | a.m.      | s. d.   | s. d.   | s. d.   |  |  |  |
| 124                      | Stamf rd   | ..         | 7 25     | 11 10    | 3 40      | 6 10     | 9 10       | ..        | 7 45      | 3 0       | 6 30      | 2 0       | ..        | 1 6     | 1 0     | 1 0     |  |  |  |
| 10                       | Uffington  | ..         | 7 32     | ..       | 3 47      | ..       | 9 17       | ..        | 7 52      | 3 7       | 6 37      | 1 8       | 1 3       | 0 10    | 0 7     | ..      |  |  |  |
| 64                       | Helpstone  | ..         | 7 42     | 11 25    | 3 57      | 6 25     | 9 27       | ..        | 8 2       | 3 17      | 6 37      | 1 2       | 0 10      | 0 7     | ..      | ..      |  |  |  |
| 3                        | Walton     | ..         | 7 52     | ..       | 4 7       | ..       | 9 37       | ..        | 8 12      | 3 27      | 6 59      | 0 7       | 0 5       | 0 3     | ..      | ..      |  |  |  |
| Peterborough departure.. |            | 5 50       | 8 15     | 11 50    | 4 30      | 6 50     | 9 50       | 5 50      | 8 35      | 3 50      | 7 10      | ..        | ..        | 1 0     | 0 9     | 0 6     |  |  |  |
| 9                        | Whittlesea | 6 3        | 8 30     | 12 3     | 4 45      | 7 3      | ..         | 6 5       | 9 14      | 4 29      | ..        | 2 6       | 1 11      | 1 3     | ..      | ..      |  |  |  |
| 15                       | March      | 6 26       | 8 54     | 12 26    | 5 9       | 7 26     | ..         | 6 29      | 9 27      | 4 42      | ..        | 3 6       | 2 7       | 1 3     | ..      | ..      |  |  |  |
| 204                      | Manea      | 6 39       | 9 7      | 12 38    | 5 22      | 7 40     | ..         | 6 42      | 9 45      | 5 0       | ..        | 4 8       | 3 6       | 2 4     | ..      | ..      |  |  |  |
| 274                      | Chittisham | ..         | 9 25     | ..       | 5 40      | ..       | ..         | 7 0       | 10 11     | 5 24      | ..        | 5 0       | 3 9       | 2 6     | ..      | ..      |  |  |  |
| 304                      | Ely        | 7 21       | 9 49     | 1 13     | 6 10      | 8 15     | ..         | 7 21      | 11 30     | ..        | ..        | 13 0      | 10 0      | 6 0     | ..      | ..      |  |  |  |
| 1024                     | London     | 10 15      | 1 5      | 4 0      | 10 0      | 11 0     | ..         | 11 30     | ..        | ..        | ..        | ..        | ..        | ..      | ..      | ..      |  |  |  |

| From<br>London. | FROM              | WEEK DAYS.          |                     |                     |                    |                    |                    |                  |                    |                    |                     |                     |                   |                     | SUNDAYS.          |                   |                    |                    |                    |                     | FARES.      |             |             |
|-----------------|-------------------|---------------------|---------------------|---------------------|--------------------|--------------------|--------------------|------------------|--------------------|--------------------|---------------------|---------------------|-------------------|---------------------|-------------------|-------------------|--------------------|--------------------|--------------------|---------------------|-------------|-------------|-------------|
|                 |                   | 1<br>1,2,3<br>class | 2<br>1,2,3<br>class | 3<br>1,2,3<br>class | 4<br>1,2,3<br>cls. | 5<br>1,2,3<br>cls. | 6<br>1,2,3<br>cls. | 7<br>1,2<br>cls. | 8<br>1,2,3<br>cls. | 9<br>1,2,3<br>cls. | 10<br>1,2,3<br>cls. | 11<br>1,2,3<br>cls. | 12<br>1&2<br>cls. | 13<br>1,2,3<br>cls. | 1<br>1,2<br>class | 2<br>1,2<br>class | 3<br>1,2,3<br>cls. | 4<br>1,2,3<br>cls. | 5<br>1,2,3<br>cls. | 6<br>1,2,3<br>class | 1st<br>cls. | 2nd<br>cls. | 2rd<br>cls. |
| Mis             |                   | a.m.                | a.m.                | noon                | p.m.               | p.m.               | p.m.               | p.m.             | p.m.               | p.m.               | p.m.                | p.m.                | p.m.              | p.m.                | a.m.              | a.m.              | p.m.               | p.m.               | p.m.               | p.m.                | s. d.       | s. d.       | s. d.       |
| 1               | London .....      | 9 0                 | 10 30               | 12 0                | 1 30               | 3 15               | 4 30               | 5 0              | 5 15               | 6 15               | 7 0                 | 7 45                | 8 40              | 9 0                 | 9 0               | 10 30             | 2 06               | 30                 | 7 0                | 9 0                 |             |             |             |
| 33              | Mile End .....    | 9 2                 | 10 32               | 12 1                | 1 33               | 3 17               | 4 32               | 5 1              | 5 16               | 6 17               | 7 1                 | 7 47                | 8 40              | 9 0                 | 9 15              | 10 33             | 2 06               | 32                 | 7 2                | 9 20                | 4 0         | 30          | 2           |
| 57              | Stratford .....   | 9 13                | 10 43               | 12 11               | 1 43               | 3 26               | 4 41               | 5 1              | 5 26               | 6 28               | 7 11                | 7 58                | 8 40              | 9 11                | 9 15              | 10 45             | 2 10               | 44                 | 7 14               | 9 14                | 6 0         | 40          | 3           |
| 73              | Lea Bridge .....  | 9 20                | 10 50               | 12 18               | 1 50               | 3 32               | 4 47               | 5 1              | 5 33               | 6 35               | 7 18                | 8 5                 | 9 11              | 9 18                | 9 23              | 10 53             | 2 18               | 50                 | 7 21               | 9 21                | 8 0         | 60          | 4           |
| 99              | Tottenham .....   | 9 26                | 10 56               | 12 24               | 1 57               | 3 37               | 4 54               | 5 1              | 5 40               | 6 41               | 7 24                | 8 11                | 9 11              | 9 24                | 9 32              | 11 2              | 26                 | 59                 | 7 29               | 9 29                | 8 0         | 60          | 4           |
| 99              | Marsh Lane .....  | 9 30                | 11 0                | 12 28               | 2 3                | 4 1                | 5 19               | 5 1              | 5 45               | 6 45               | 7 28                | 8 15                | 9 11              | 9 28                | 9 40              | 11 10             | 2                  | 31                 | 7 36               | 9 36                | 10 0        | 80          | 6           |
| 114             | Edmonton .....    | 9 34                | 11 4                | 12 32               | 2 5                | 4 3                | 5 2                | 5 1              | 5 48               | 6 49               | 7 32                | 8 19                | 9 11              | 9 32                | 9 45              | 11 15             | 2                  | 35                 | 7 11               | 9 41                | 10 0        | 80          | 6           |
| 143             | Ponder's End ..   | 9 41                | 11 11               | 12 39               | 2 12               | 3 49               | 5 7                | 5 1              | 5 54               | 6 56               | 7 39                | 8 26                | 9 11              | 9 39                | 9 54              | 11 24             | 2                  | 43                 | 7 18               | 9 48                | 1 31        | 00          | 9           |
| 164             | Waltham .....     | 9 48                | 11 18               | 12 46               | 2 21               | 3 57               | 5 15               | 5 26             | 6 3                | 7 5                | 7 46                | 8 35                | 9 10              | 9 45                | 10 5              | 11 45             | 2                  | 51                 | 7 25               | 9 54                | 2 01        | 61          | 0           |
| 143             | Cheshunt .....    | 9 53                | 11 2                | 12 50               | 2 26               | 4 1                | 5 20               | 5 30             | 6 8                | 7 1                | 7 46                | 8 35                | 9 10              | 9 45                | 10 12             | 11 45             | 2                  | 51                 | 7 25               | 9 54                | 2 01        | 61          | 0           |
| 19              | Broxbourne ..     | 10 0                | 11 30               | 12 58               | 2 38               | 4 9                | 5 40               | 5 40             | 6 19               | 7 1                | 7 58                | 8 1                 | 9 20              | 9 45                | 10 22             | 11 45             | 2                  | 51                 | 7 25               | 9 54                | 2 01        | 61          | 0           |
| 20              | Rye House .....   | 10 5                | 11 35               | 12 58               | 2 38               | 4 9                | 5 40               | 5 40             | 6 19               | 7 1                | 7 58                | 8 1                 | 9 20              | 9 45                | 10 22             | 11 45             | 2                  | 51                 | 7 25               | 9 54                | 2 01        | 61          | 0           |
| 22              | St. Margaret's .. | 10 15               | 11 45               | 12 58               | 2 38               | 4 9                | 5 40               | 5 40             | 6 19               | 7 1                | 7 58                | 8 1                 | 9 20              | 9 45                | 10 22             | 11 45             | 2                  | 51                 | 7 25               | 9 54                | 2 01        | 61          | 0           |
| 24              | Ware .....        | 10 21               | 11 51               | 12 58               | 2 38               | 4 9                | 5 40               | 5 40             | 6 19               | 7 1                | 7 58                | 8 1                 | 9 20              | 9 45                | 10 22             | 11 45             | 2                  | 51                 | 7 25               | 9 54                | 2 01        | 61          | 0           |
| 26              | Hertford arr.     | 10 40               | 12 10               | 1 30                | 3 10               | 4 45               | 5 15               | 6 55             | 8 30               | 9 50               | 11 10               | 12 10               | 1 30              | 2 50                | 4 10              | 5 30              | 6 50               | 8 10               | 9 30               | 10 50               | 12 10       | 1 30        | 2 50        |

|                   |                    | WEEK DAYS.         |                    |                  |                     |                     |                     |                    |                    |                    |                     |                      |                    |                     | SUNDAYS.           |                    |                    |                   |             |             | FARES.      |  |  |
|-------------------|--------------------|--------------------|--------------------|------------------|---------------------|---------------------|---------------------|--------------------|--------------------|--------------------|---------------------|----------------------|--------------------|---------------------|--------------------|--------------------|--------------------|-------------------|-------------|-------------|-------------|--|--|
| From<br>Hertford. | FROM               | 1<br>1,2,3<br>cls. | 2<br>1,2,3<br>cls. | 3<br>1,2<br>cls. | 4<br>1,2,3<br>class | 5<br>1,2,3<br>class | 6<br>1,2,3<br>class | 7<br>1,2,3<br>cls. | 8<br>1,2,3<br>cls. | 9<br>1,2,3<br>cls. | 10<br>1,2,3<br>cls. | 11<br>1,2,3<br>class | 12<br>1&2<br>class | 1<br>1,2,3<br>class | 2<br>1,2,3<br>cls. | 3<br>1,2,3<br>cls. | 4<br>1,2,3<br>cls. | 5<br>1,2<br>class | 1st<br>cls. | 2nd<br>cls. | 3rd<br>cls. |  |  |
| Mls               |                    | a.m.               | a.m.               | a.m.             | a.m.                | a.m.                | p.m.                | p.m.               | p.m.               | p.m.               | p.m.                | p.m.                 | p.m.               | a.m.                | p.m.               | p.m.               | p.m.               | p.m.              | s. d.       | s. d.       | s. d.       |  |  |
| 13                | Hertford.....      | 7 20               | 8 10               | 9 0              | 11 0                | 12 30               | 3 15                | 4 50               | 5 15               | 6 15               | 7 20                | 8 10                 | 9 0                | 8 30                | 9 30               | 10 30              | 11 30              | 12 30             | 1 30        | 2 30        | 3 30        |  |  |
| 4                 | Ware.....          | 7 25               | 8 15               | 9 5              | 11 5                | 12 35               | 3 20                | 4 55               | 5 20               | 6 20               | 7 25                | 8 15                 | 9 0                | 8 35                | 9 35               | 10 35              | 11 35              | 12 35             | 1 35        | 2 35        | 3 35        |  |  |
| 57                | St. Margaret's ..  | 7 30               | 8 21               | 9 11             | 11 11               | 12 41               | 3 26                | 5 1                | 5 26               | 6 28               | 7 31                | 8 21                 | 9 11               | 8 42                | 9 42               | 10 42              | 11 42              | 12 42             | 1 42        | 2 42        | 3 42        |  |  |
| 73                | Rye House .....    | 7 40               | 8 27               | 9 19             | 11 14               | 12 49               | 3 34                | 5 14               | 5 39               | 6 41               | 7 34                | 8 24                 | 9 14               | 8 45                | 9 45               | 10 45              | 11 45              | 12 45             | 1 45        | 2 45        | 3 45        |  |  |
| 99                | Broxbourne.....    | 7 40               | 8 27               | 9 19             | 11 14               | 12 49               | 3 34                | 5 14               | 5 39               | 6 41               | 7 34                | 8 24                 | 9 14               | 8 45                | 9 45               | 10 45              | 11 45              | 12 45             | 1 45        | 2 45        | 3 45        |  |  |
| 114               | Cheshunt .....     | 7 40               | 8 27               | 9 19             | 11 14               | 12 49               | 3 34                | 5 14               | 5 39               | 6 41               | 7 34                | 8 24                 | 9 14               | 8 45                | 9 45               | 10 45              | 11 45              | 12 45             | 1 45        | 2 45        | 3 45        |  |  |
| 143               | Waltham .....      | 7 50               | 8 42               | 9 28             | 10 0                | 11 34               | 12 59               | 3 44               | 5 24               | 5 49               | 6 32                | 7 19                 | 8 10               | 9 30                | 9 65               | 10 7               | 11 45              | 12 45             | 1 45        | 2 45        | 3 45        |  |  |
| 164               | Ponder's End ..... | 7 58               | 8 50               | 9 36             | 10 8                | 11 43               | 1 8                 | 3 53               | 5 33               | 5 58               | 6 41                | 7 28                 | 8 19               | 9 39                | 9 175              | 10 7               | 11 45              | 12 45             | 1 45        | 2 45        | 3 45        |  |  |
| 17                | Edmonton .....     | 8 48               | 8 56               | 9 42             | 10 14               | 11 48               | 1 14                | 3 59               | 5 39               | 5 64               | 6 47                | 7 34                 | 8 25               | 9 45                | 9 245              | 10 7               | 11 45              | 12 45             | 1 45        | 2 45        | 3 45        |  |  |
| 183               | Marsh Lane .....   | 8 48               | 8 58               | 9 44             | 10 16               | 11 50               | 1 16                | 4 1                | 5 41               | 5 66               | 6 49                | 7 36                 | 8 27               | 9 47                | 9 295              | 10 7               | 11 45              | 12 45             | 1 45        | 2 45        | 3 45        |  |  |
| 201               | Tottenham .....    | 8 11               | 9 3                | 10 20            | 11 55               | 1 21                | 4 6                 | 5 46               | 7 37               | 8 16               | 9 52                | 10 14                | 11 14              | 12 14               | 9 355              | 10 7               | 11 45              | 12 45             | 1 45        | 2 45        | 3 45        |  |  |
| 221               | Lea Bridge .....   | 8 17               | 9 9                | 10 25            | 12 0                | 1 27                | 4 12                | 5 52               | 7 42               | 8 21               | 9 57                | 10 19                | 11 19              | 12 19               | 9 455              | 10 7               | 11 45              | 12 45             | 1 45        | 2 45        | 3 45        |  |  |
| 241               | Stratford .....    | 8 23               | 9 15               | 10 33            | 12 8                | 1 35                | 4 20                | 6 0                | 7 50               | 8 29               | 10 5                | 11 5                 | 12 5               | 13 5                | 9 515              | 10 7               | 11 45              | 12 45             | 1 45        | 2 45        | 3 45        |  |  |
| 25                | Mile End .....     | 8 23               | 9 15               | 10 33            | 12 8                | 1 35                | 4 20                | 6 0                | 7 50               | 8 29               | 10 5                | 11 5                 | 12 5               | 13 5                | 9 515              | 10 7               | 11 45              | 12 45             | 1 45        | 2 45        | 3 45        |  |  |
| 26                | London arrival.... | 8 45               | 9 35               | 10 0             | 10 55               | 12 30               | 1 50                | 4 40               | 6 20               | 8 10               | 9 50                | 10 25                | 11 25              | 12 25               | 10 106             | 10 8               | 11 20              | 12 40             | 1 40        | 2 40        | 3 40        |  |  |

In conjunction with the  
8 40 p.m. train from  
London



# MANCHESTER, SHEFFIELD, & LINCOLNSHIRE.

The Earl of Yarborough, Chairman.

James Meadows, Sec., Offices, London Road, Manchester.  
S. H. Humphrey, — Haymarket, Sheffield.

John Chapman, Dep. Chairman.

Alfred S. Jee & J. Fowler, Engineers.

| Dis-<br>tance. | Down Trains.                                 | Sundays. |       |       |       |       |       |       |       |       |       | FARES. |       |       |       |       |       |       |
|----------------|----------------------------------------------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|
|                |                                              | 1        | 2     | exp.  | 4     | 5     | 6     | 7     | 8     | 9     | 1     | 2      | 3     | 4     | 5     | 1st   | 2nd   | 3rd   |
|                |                                              | a.m.     | a.m.  | a.m.  | a.m.  | p.m.  | p.m.  | p.m.  | p.m.  | p.m.  | a.m.  | a.m.   | p.m.  | p.m.  | p.m.  | class | class | class |
|                |                                              | s. d.    | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d.  | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| 23             | SHEFFIELD .....                              | 7 15     | 9 0   | 11 0  | 1 20  | 3 15  | 5 0   | 6 45  | 8 30  | 10 15 | 9 30  | 2 0    | 5 0   | 6 30  | 8 0   | 1     | 2     | 3     |
| 23             | Wadley Bridge .....                          | 7 23     | ..    | 11 8  | 1 28  | ..    | 5 8   | 6 53  | 8 38  | 10 23 | 9 38  | 2 8    | 5 8   | 6 38  | 8 8   | 0 6   | 0 4   | 0 3   |
| 42             | Oughty Bridge .....                          | 7 30     | ..    | 11 15 | 1 35  | ..    | 5 15  | 7 0   | 8 45  | 10 30 | 9 45  | 2 15   | 5 15  | 6 45  | 8 15  | 0 10  | 0 7   | 0 5   |
| 72             | Deep Car .....                               | 7 40     | ..    | 11 24 | 1 44  | ..    | 5 24  | 7 9   | 8 54  | 10 39 | 9 54  | 2 24   | 5 24  | 6 54  | 8 24  | 1 2   | 0 13  | 0 7   |
| 82             | Wortley .....                                | 7 44     | ..    | 11 29 | 1 49  | 3 33  | 5 29  | 7 14  | 8 59  | 10 44 | 9 59  | 2 29   | 5 29  | 6 59  | 8 29  | 1 4   | 1 0   | 0 8   |
| 92             | Thurgoland .....                             | 7 49     | ..    | 11 34 | 1 54  | ..    | 5 29  | 7 19  | 9 04  | 10 49 | 10 14 | 2 34   | 5 34  | 7 4   | 8 34  | 1 6   | 1 1   | 0 9   |
| 112            | Oxspring .....                               | 7 56     | ..    | 11 41 | 2 1   | ..    | 5 36  | 7 26  | 9 11  | 10 56 | 10 11 | 2 41   | 5 41  | 7 11  | 8 41  | 2 0   | 1 6   | 1 2   |
| 132            | Penistone .....                              | 8 3      | 9 25  | 11 48 | 2 8   | 3 43  | 5 41  | 7 33  | 9 18  | 10 58 | 10 18 | 2 48   | 5 48  | 7 18  | 8 58  | 2 4   | 1 9   | 1 2   |
| 152            | Hazlehead Bridge .....                       | 8 11     | ..    | 11 56 | ..    | 3 51  | 5 49  | 7 41  | 9 26  | 11 06 | 10 26 | 2 56   | 5 56  | 7 26  | 9 06  | 2 10  | 2 1   | 1 5   |
| 182            | Dunford Bridge .....                         | 8 18     | 9 37  | 12 3  | 2 20  | 3 58  | 5 56  | 7 48  | 9 33  | 11 13 | 10 33 | 3 3    | 6 3   | 7 33  | 9 03  | 3 2   | 2 4   | 1 7   |
| 222            | Woodhead .....                               | 8 28     | 9 45  | 12 13 | 2 30  | 4 6   | 6 6   | 7 58  | 9 43  | 11 23 | 10 43 | 3 13   | 6 13  | 7 43  | 9 13  | 3 8   | 2 9   | 1 10  |
| 242            | Hadfield .....                               | 7 45     | 8 41  | 9 58  | 12 26 | 2 43  | 4 19  | 6 19  | 8 11  | 9 41  | 10 56 | 3 26   | 6 26  | 7 56  | 9 26  | 4 0   | 3 6   | 2 4   |
| 282            | Dinting .....                                | 7 49     | 8 45  | 10 3  | 12 30 | 2 47  | 4 23  | 6 23  | 8 15  | 9 45  | 11 0  | 3 30   | 6 30  | 8 0   | 9 30  | 4 3   | 3 9   | 2 6   |
| 312            | Glossop .....                                | 7 53     | 8 35  | 9 53  | 12 20 | 2 37  | 4 13  | 6 13  | 8 5   | 9 35  | 10 50 | 3 35   | 6 35  | 8 5   | 10 35 | 5 0   | 3 9   | 2 6   |
| 312            | Mottram .....                                | 7 59     | 8 55  | 10 10 | 12 40 | 2 57  | 4 33  | 6 33  | 8 14  | 9 25  | 10 55 | 3 40   | 6 40  | 8 10  | 9 40  | 5 4   | 4 2   | 2 8   |
| 34             | Newton .....                                 | 8 8      | 9 4   | 10 19 | 12 49 | 3 6   | 4 42  | 6 42  | 8 23  | 9 34  | 10 49 | 3 49   | 6 49  | 8 19  | 9 49  | 5 8   | 4 3   | 2 10  |
| 36             | Dog Lane .....                               | 8 12     | 9 8   | ..    | 12 53 | 3 10  | ..    | 6 47  | 8 28  | 9 39  | 10 54 | 3 53   | 6 53  | 8 23  | 9 53  | 6 2   | 4 7   | 3 1   |
| 362            | Guide Bridge for Ashton & Staly Bridge ..... | 8 18     | 9 14  | 10 26 | 12 50 | 3 16  | 4 49  | 6 49  | 8 30  | 9 41  | 10 56 | 3 56   | 6 56  | 8 26  | 9 56  | 6 2   | 4 7   | 3 1   |
| 372            | Fairfield .....                              | 8 24     | 9 20  | ..    | ..    | 3 22  | ..    | 6 55  | 8 36  | 9 47  | 10 52 | 3 52   | 6 52  | 8 22  | 9 52  | 6 4   | 4 8   | 3 2   |
| 382            | Gorton .....                                 | 8 29     | 9 25  | ..    | ..    | ..    | ..    | 7 0   | 8 41  | 9 52  | 11 0  | 4 0    | 7 10  | 8 40  | 9 50  | 6 6   | 4 10  | 3 3   |
| 402            | Arndwick .....                               | 8 34     | 9 30  | 10 36 | 1 9   | 3 29  | 4 59  | 7 0   | 8 41  | 9 52  | 11 0  | 4 1    | 7 11  | 8 41  | 9 51  | 6 6   | 4 10  | 3 3   |
| 412            | MANCHESTER .....                             | 8 38     | 9 34  | 10 41 | 1 13  | 3 33  | 5 3   | 7 9   | 8 50  | 9 4   | 10 51 | 4 19   | 7 19  | 8 49  | 9 59  | 7 0   | 5 3   | 3 6   |
|                | arrival                                      |          |       |       |       |       |       |       |       |       |       |        |       |       |       |       |       |       |

Double Tickets to Manchester and  
Second Class Carriages with third  
class back, from Staley Bridge, H  
pedwiler and back, from Ashton or  
Dukinfield, 1s. 4d., and

Class with  
Carriages with third  
class back, from Staley Bridge, H  
pedwiler and back, from Ashton or  
Dukinfield, 1s. 4d., and

C. W. Eborall, Goods Man.

Lieut. Gretton, R.N., Passenger Sup.

| Dis-<br>tance. | Up Trains.             | Sundays.  |       |         |       |       |       |       |       |       |       | FARES. |       |       |       |                       |                       |                       |     |
|----------------|------------------------|-----------|-------|---------|-------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-----------------------|-----------------------|-----------------------|-----|
|                |                        | 1         | 2     | 3       | 4     | exp.  | 6     | 7     | 8     | 9     | 1     | 2      | 3     | 4     | 5     | 1st<br>class<br>s. d. | 2nd<br>class<br>s. d. | 3rd<br>class<br>s. d. |     |
|                |                        | a.m.      | a.m.  | a.m.    | a.m.  | p.m.  | p.m.  | p.m.  | p.m.  | p.m.  | a.m.  | a.m.   | p.m.  | p.m.  | p.m.  |                       |                       |                       |     |
|                |                        | s. d.     | s. d. | s. d.   | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d.  | s. d. | s. d. | s. d. |                       |                       |                       |     |
|                | MANCHESTER.....        | departure | 7 45  | 10 25   | 12 0  | 2 0   | 4 0   | 4 45  | 6 0   | 7 30  | 8 30  | 8 15   | 10 15 | 15 3  | 0 7   | 15 30                 | ..                    | ..                    |     |
| 02             | Arndwick .....         | 7 48      | 10 28 | 12 2    | 2 3   | 4 3   | 4 48  | 6 3   | 7 33  | 8 33  | 8 18  | 10 18  | 3 3   | 0 7   | 15 33 | 0 6                   | 0 5                   | 0 3                   |     |
| 22             | Gorton .....           | 7 52      | ..    | ..      | 2 7   | ..    | 4 52  | ..    | 7 37  | 8 37  | 8 22  | 10 22  | 3 7   | 0 7   | 15 37 | 0 8                   | 0 6                   | 0 4                   |     |
| 32             | Fairfield .....        | 7 56      | 10 33 | ..      | 2 11  | ..    | 4 57  | 6 8   | 7 41  | 8 41  | 8 26  | 10 26  | 3 11  | 0 7   | 15 41 | 0 10                  | 0 8                   | 0 5                   |     |
| 52             | Guide Bridge .....     | 8 4       | 10 41 | 12 13   | 2 29  | 4 13  | 5 4   | 6 16  | 7 49  | 8 49  | 8 34  | 10 34  | 3 19  | 0 7   | 15 49 | 1 0                   | 0 9                   | 0 6                   |     |
| 52             | Dog Lane .....         | 8 7       | 10 44 | 12 16   | 2 22  | ..    | 5 7   | 6 22  | 7 52  | 8 52  | 8 37  | 10 37  | 3 22  | 0 7   | 15 52 | 1 4                   | 1 0                   | 0 8                   |     |
| 72             | Newton .....           | 8 13      | 10 50 | 12 22   | 2 28  | 4 19  | 5 13  | 6 22  | 7 58  | 8 58  | 8 43  | 10 43  | 3 28  | 0 7   | 15 58 | 1 8                   | 1 0                   | 0 9                   |     |
| 102            | Mottram .....          | 8 22      | 10 59 | 12 31   | 2 37  | 4 28  | 5 22  | 6 31  | 8 7   | 9 7   | 8 52  | 10 52  | 3 37  | 0 7   | 16 7  | 2 0                   | 1 6                   | 1 0                   |     |
| 122            | Dinting .....          | 8 32      | 11 9  | 12 41   | 2 47  | 4 35  | 5 32  | 6 41  | 8 17  | 9 17  | 9 2   | 11 2   | 3 47  | 0 7   | 16 17 | 2 2                   | 1 8                   | 1 1                   |     |
| 122            | Glossop .....          | departure | 8 22  | 10 47   | 12 31 | 2 37  | 4 25  | 5 22  | 6 31  | 8 5   | ..    | 8 52   | 10 52 | 3 37  | 0 7   | 16 7                  | 2 2                   | 1 8                   | 1 1 |
| 122            | Hadfield .....         | 8 36      | 11 13 | 12 45   | 2 51  | 4 39  | 5 36  | 6 45  | 8 21  | 9 21  | 9 6   | 11 6   | 3 51  | 0 7   | 16 21 | 2 2                   | 1 8                   | 1 1                   |     |
| 192            | Woodhead .....         | 8 56      | 11 33 | 1 5 11  | 3 11  | 4 59  | ..    | 7 4   | 8 41  | 9 41  | 9 26  | 11 26  | 4 11  | 0 7   | 16 26 | 3 8                   | 2 6                   | 1 8                   |     |
| 222            | Dunford Bridge .....   | 9 6       | 11 41 | 1 15 31 | 2 51  | 5 7   | ..    | 7 14  | 8 51  | 9 51  | 9 36  | 11 36  | 4 21  | 0 7   | 16 36 | 3 8                   | 2 10                  | 1 10                  |     |
| 252            | Hazlehead Bridge ..... | 9 10      | 11 45 | 1 19 35 | 2 55  | ..    | ..    | 7 18  | 8 55  | 9 55  | 9 40  | 11 40  | 4 25  | 0 7   | 16 40 | 4 2                   | 3 2                   | 2 1                   |     |
| 282            | Penistone .....        | 9 21      | 11 56 | 1 30 36 | 3 16  | 5 19  | ..    | 7 29  | 9 6   | 10 6  | 9 51  | 11 51  | 4 34  | 0 7   | 16 41 | 5 0                   | 3 8                   | 2 4                   |     |
| 302            | Oxspring .....         | 9 24      | ..    | 1 37 38 | 3 18  | ..    | ..    | 9 13  | ..    | 10 13 | 9 58  | 11 58  | 4 38  | 0 7   | 16 48 | 5 0                   | 3 9                   | 2 6                   |     |
| 322            | Thurgoland .....       | 9 35      | ..    | 1 44 39 | 3 29  | ..    | ..    | 9 20  | ..    | 10 20 | 10 52 | 12 5   | 4 50  | 0 7   | 16 50 | 5 4                   | 4 0                   | 2 8                   |     |
| 322            | Wortley .....          | 9 40      | 12 6  | 1 49 35 | 3 35  | ..    | ..    | 9 25  | ..    | 10 25 | 10 10 | 12 10  | 4 55  | 0 7   | 16 55 | 5 6                   | 4 2                   | 2 10                  |     |
| 332            | Deep Car .....         | 9 45      | ..    | 1 54 40 | 3 40  | ..    | ..    | 9 30  | ..    | 10 30 | 10 15 | 12 15  | 5 0   | 0 7   | 16 55 | 5 8                   | 4 4                   | 2 10                  |     |
| 362            | Oughty Bridge .....    | 9 53      | ..    | 2 2 8   | 3 48  | ..    | ..    | 9 38  | ..    | 10 38 | 10 23 | 12 23  | 5 8   | 0 7   | 16 58 | 5 8                   | 4 4                   | 2 10                  |     |
| 382            | Wadley Bridge .....    | 9 59      | ..    | 2 8 14  | 3 54  | ..    | ..    | 9 54  | ..    | 10 54 | 10 29 | 12 29  | 5 14  | 0 7   | 16 59 | 6 6                   | 4 11                  | 3 3                   |     |
| 412            | SHEFFIELD.....         | arrival   | 10 6  | 12 26   | 2 15  | 4 21  | 5 46  | 8 6   | 9 51  | 10 36 | 10 36 | 12 36  | 5 21  | 0 7   | 17 36 | 7 0                   | 5 3                   | 3 6                   |     |

**ASHTON BRANCH.**—From STALEY BRIDGE to MANCHESTER at 73, 9, 93, and 11 a.m.; 124, 12, 23, 32, 5, 6, and 72 p.m. SUNDAY TRAINS at 72 and 82 a.m.; 12, 32, 62, and 72 p.m. From MANCHESTER to STALEY BRIDGE at 82, 9, 50, and 11 a.m.; 122, 12, 23, 32, 5, 62, 72, and 9 p.m. SUNDAY TRAINS at 82 and 92 a.m.; 23, 62, 8, and 92 p.m.

First and Second Class Carriages with the Express Trains; First Second, and Third Class with all the others.  
**Double Tickets** to Manchester and back from Staley Bridge, first class 1s. 10d., second 1s. 6d., third 1s.; from Ashton or Dukinfield, 1s. 6d., 1s. 2d., and 9d. To Adwick and back, from Staley Bridge, first class 1s. 8d., second 1s. 4d., third 8d.; from Ashton or Dukinfield, 1s. 4d., 1s., and 6d.

Sec., { Richd. Creed, Euston-sq., London.  
{ H. Booth, Liverpool.

London & North Western—LONDON & BIRMINGHAM Section. Eng., Robert Stephenson  
Gen. Man., Capt. Huish.

| Down<br>Trains.      | 8<br>a.m. | 6<br>a.m. | 7<br>a.m. | 7<br>a.m. | 8<br>a.m. | 9<br>a.m. | 9<br>a.m. | 10<br>a.m. | 10<br>a.m. | 10<br>a.m. | 11<br>a.m. | 11<br>a.m. | 12<br>a.m. | 12<br>a.m. | 2<br>p.m. | 3<br>p.m. | 4<br>p.m. | 5<br>p.m. | 5<br>p.m. | 6<br>p.m. | 6<br>p.m. | 7<br>p.m. | 8<br>p.m. | 9<br>p.m. | 10<br>p.m. |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| STATIONS.            | Mixt      | 1.2.3.    | 3rd       | Mixt      | Mxd.      | Mixt      | Exp       | Ex.        | Mixt       | Mixt       | Mixt       | Mixt       | Mixt       | Mixt       | Mixt      | Mixt      | Mixt      | 1st       | Ex.       | Mixt      | Mixt      | Mixt      | Mixt      | Mixt      | Mixt       |
| TRAINING LEAVE       | 4.5.      | 4.5.      | 4.5.      | 3.        | 3.        | 4.5.6.    | 6.7.      | 1.2.       | 1.5.6.     | 2.3.       | 2.3.       | 2.3.       | 2.3.       | 2.3.       | 2.3.      | 2.3.      | 2.3.      | 2.3.      | 2.3.      | 2.3.      | 2.3.      | 2.3.      | 2.3.      | 2.3.      | 2.3.       |
| EUSTON SQ.           | 6 15      | 7 0       | 7 30      | 8 30      | 9 0       | 9 25      | 10 0      | 10 30      | 10 45      | 11 0       | 11 10      | 12 0       | 12 30      | 2 45       | 3 0       | 3 45      | 4 0       | 5 0       | 5 5       | 5 30      | 6 0       | 8 45      | 9 0       | 10 0      | 10 0       |
| Wilford arriv.       | 7 17      | 7 20      | 7 52      | 8 52      | 9 30      | 10 0      | 10 30     | 10 45      | 11 0       | 11 10      | 12 0       | 12 30      | 2 45       | 3 0        | 3 45      | 4 0       | 5 0       | 5 5       | 5 30      | 6 0       | 8 45      | 9 0       | 10 0      | 10 0      | 10 16      |
| Sudbury              | 7 20      | 7 23      | 7 55      | 8 55      | 9 33      | 10 10     | 10 53     | 11 35      | 12 14      | 12 34      | 1 48       | 3 58       | 4 24       | 5 0        | 6 30      | 6 51      | 7 12      | 7 22      | 7 33      | 7 43      | 8 10      | 9 14      | 9 30      | 10 45     | 10 21      |
| Harrow               | 7 23      | 7 26      | 7 58      | 8 58      | 9 36      | 10 13     | 10 56     | 11 38      | 12 17      | 12 37      | 1 51       | 4 01       | 4 27       | 5 1        | 6 31      | 6 52      | 7 13      | 7 23      | 7 34      | 7 44      | 8 11      | 9 15      | 9 31      | 10 46     | 10 24      |
| Pinner               | 7 26      | 7 29      | 8 01      | 9 01      | 9 39      | 10 16     | 10 59     | 11 41      | 12 20      | 12 40      | 1 54       | 4 04       | 4 30       | 5 4        | 6 34      | 6 55      | 7 16      | 7 26      | 7 37      | 7 47      | 8 14      | 9 18      | 9 34      | 10 49     | 10 27      |
| Watford              | 7 29      | 7 32      | 8 04      | 9 04      | 9 42      | 10 19     | 11 02     | 11 44      | 12 23      | 12 43      | 1 57       | 4 07       | 4 33       | 5 7        | 6 37      | 6 58      | 7 19      | 7 29      | 7 40      | 7 50      | 8 17      | 9 21      | 9 37      | 10 52     | 10 30      |
| Kings Langley        | 7 32      | 7 35      | 8 07      | 9 07      | 9 45      | 10 22     | 11 05     | 11 47      | 12 26      | 12 46      | 2 0        | 4 10       | 4 36       | 5 14       | 6 44      | 7 05      | 7 26      | 7 36      | 7 47      | 7 57      | 8 24      | 9 28      | 9 44      | 10 59     | 10 33      |
| Boxmoor              | 7 35      | 7 38      | 8 10      | 9 10      | 9 48      | 10 25     | 11 08     | 11 50      | 12 29      | 12 49      | 2 3        | 4 13       | 4 39       | 5 21       | 6 51      | 7 12      | 7 33      | 7 43      | 7 54      | 8 04      | 8 31      | 9 35      | 9 51      | 10 64     | 10 36      |
| Berkhamstead         | 7 38      | 7 41      | 8 13      | 9 13      | 9 51      | 10 28     | 11 11     | 11 53      | 12 32      | 12 52      | 2 6        | 4 16       | 4 42       | 5 28       | 6 58      | 7 19      | 7 40      | 7 50      | 8 01      | 8 11      | 8 38      | 9 42      | 9 58      | 10 71     | 10 39      |
| TRING                | 7 41      | 7 44      | 8 16      | 9 16      | 9 54      | 10 31     | 11 14     | 11 56      | 12 35      | 12 55      | 2 9        | 4 19       | 4 45       | 5 35       | 7 05      | 7 26      | 7 47      | 7 57      | 8 08      | 8 18      | 8 45      | 9 49      | 10 05     | 10 64     | 10 41      |
| Cheddington          | 7 44      | 7 47      | 8 19      | 9 19      | 9 57      | 10 34     | 11 17     | 11 59      | 12 38      | 12 58      | 2 12       | 4 22       | 4 48       | 5 38       | 7 08      | 7 29      | 7 50      | 8 00      | 8 11      | 8 21      | 8 48      | 9 52      | 10 08     | 10 67     | 10 44      |
| Aylesbury            | 7 47      | 7 50      | 8 22      | 9 22      | 10 00     | 10 37     | 11 20     | 12 02      | 12 41      | 13 01      | 2 15       | 4 25       | 4 51       | 5 41       | 7 11      | 7 32      | 7 53      | 8 03      | 8 14      | 8 24      | 8 51      | 9 55      | 10 11     | 10 70     | 10 47      |
| LEIGHTON             | 7 50      | 7 53      | 8 25      | 9 25      | 10 03     | 10 40     | 11 23     | 12 05      | 12 44      | 13 04      | 2 18       | 4 28       | 4 54       | 5 44       | 7 14      | 7 35      | 7 56      | 8 06      | 8 17      | 8 27      | 8 54      | 9 58      | 10 14     | 10 73     | 10 50      |
| Bletchley & Penny S. | 7 53      | 7 56      | 8 28      | 9 28      | 10 06     | 10 43     | 11 26     | 12 08      | 12 47      | 13 07      | 2 21       | 4 31       | 4 57       | 5 47       | 7 17      | 7 38      | 7 59      | 8 09      | 8 20      | 8 30      | 8 57      | 10 01     | 10 17     | 10 76     | 10 53      |
| WOLVERTON            | 7 56      | 7 59      | 8 31      | 9 31      | 10 09     | 10 46     | 11 29     | 12 11      | 12 50      | 13 10      | 2 24       | 4 34       | 5 00       | 5 50       | 7 20      | 7 41      | 8 02      | 8 12      | 8 23      | 8 33      | 9 00      | 10 04     | 10 20     | 10 79     | 10 56      |
| Roads                | 7 59      | 8 02      | 8 34      | 9 34      | 10 12     | 10 49     | 11 32     | 12 14      | 12 53      | 13 13      | 2 27       | 4 37       | 5 03       | 5 53       | 7 23      | 7 44      | 8 05      | 8 15      | 8 26      | 8 36      | 9 03      | 10 07     | 10 23     | 10 82     | 10 59      |
| BLISWORTH            | 8 02      | 8 05      | 8 37      | 9 37      | 10 15     | 10 52     | 11 35     | 12 17      | 12 56      | 13 16      | 2 30       | 4 40       | 5 06       | 5 56       | 7 26      | 7 47      | 8 08      | 8 18      | 8 29      | 8 39      | 9 06      | 10 10     | 10 26     | 10 85     | 10 62      |
| Weodan               | 8 05      | 8 08      | 8 40      | 9 40      | 10 18     | 10 55     | 11 38     | 12 20      | 12 59      | 13 19      | 2 33       | 4 43       | 5 09       | 5 59       | 7 29      | 7 50      | 8 11      | 8 21      | 8 32      | 8 42      | 9 09      | 10 13     | 10 29     | 10 88     | 10 65      |
| Crick & Welton       | 8 08      | 8 11      | 8 43      | 9 43      | 10 21     | 10 58     | 11 41     | 12 23      | 13 02      | 13 22      | 2 36       | 4 46       | 5 12       | 6 02       | 7 32      | 7 53      | 8 14      | 8 24      | 8 35      | 8 45      | 9 12      | 10 16     | 10 32     | 10 91     | 10 68      |
| RUGBY (M.C.)         | 8 11      | 8 14      | 8 46      | 9 46      | 10 24     | 11 01     | 11 44     | 12 26      | 13 05      | 13 25      | 2 39       | 4 49       | 5 15       | 6 05       | 7 35      | 7 56      | 8 17      | 8 27      | 8 38      | 8 48      | 9 15      | 10 19     | 10 35     | 10 94     | 10 71      |
| Brandon              | 8 14      | 8 17      | 8 49      | 9 49      | 10 27     | 11 04     | 11 47     | 12 29      | 13 08      | 13 28      | 2 42       | 4 52       | 5 18       | 6 08       | 7 38      | 7 59      | 8 20      | 8 30      | 8 41      | 8 51      | 9 18      | 10 22     | 10 38     | 10 97     | 10 74      |
| COVENTRY             | 8 17      | 8 20      | 8 52      | 9 52      | 10 30     | 11 07     | 11 50     | 12 32      | 13 11      | 13 31      | 2 45       | 4 55       | 5 21       | 6 11       | 7 41      | 8 02      | 8 23      | 8 33      | 8 44      | 8 54      | 9 21      | 10 25     | 10 41     | 11 00     | 10 77      |
| Hampton (D.J.)       | 8 20      | 8 23      | 8 55      | 9 55      | 10 33     | 11 10     | 11 53     | 12 35      | 13 14      | 13 34      | 2 48       | 4 58       | 5 24       | 6 14       | 7 44      | 8 05      | 8 26      | 8 36      | 8 47      | 8 57      | 9 24      | 10 28     | 10 44     | 11 03     | 10 80      |
| BIRMINGHAM           | 8 23      | 8 26      | 8 58      | 9 58      | 10 36     | 11 13     | 11 56     | 12 38      | 13 17      | 13 37      | 2 51       | 5 01       | 5 27       | 6 17       | 7 47      | 8 08      | 8 29      | 8 39      | 8 50      | 9 00      | 9 27      | 10 31     | 10 47     | 11 06     | 10 83      |
| Walsall              | 8 26      | 8 29      | 9 01      | 10 01     | 10 39     | 11 16     | 11 59     | 12 41      | 13 20      | 13 40      | 2 54       | 5 04       | 5 30       | 6 20       | 7 50      | 8 11      | 8 32      | 8 42      | 8 53      | 9 03      | 9 30      | 10 34     | 10 50     | 11 09     | 10 86      |
| Wolverhampton        | 8 29      | 8 32      | 9 04      | 10 04     | 10 42     | 11 19     | 12 02     | 12 44      | 13 23      | 13 43      | 2 57       | 5 07       | 5 33       | 6 23       | 7 53      | 8 14      | 8 35      | 8 45      | 8 56      | 9 06      | 9 33      | 10 37     | 10 53     | 11 12     | 10 89      |
| Stafford             | 8 32      | 8 35      | 9 07      | 10 07     | 10 45     | 11 22     | 12 05     | 12 47      | 13 26      | 13 46      | 3 0        | 5 10       | 5 36       | 6 26       | 7 56      | 8 17      | 8 38      | 8 48      | 8 59      | 9 09      | 9 36      | 10 40     | 10 56     | 11 15     | 10 92      |
| Whitmore             | 8 35      | 8 38      | 9 10      | 10 10     | 10 48     | 11 25     | 12 08     | 12 50      | 13 29      | 13 49      | 3 3        | 5 13       | 5 39       | 6 29       | 7 59      | 8 20      | 8 41      | 8 51      | 9 02      | 9 12      | 9 39      | 10 43     | 10 59     | 11 18     | 10 95      |
| CREWE                | 8 38      | 8 41      | 9 13      | 10 13     | 10 51     | 11 28     | 12 11     | 12 53      | 13 32      | 13 52      | 3 6        | 5 16       | 5 42       | 6 32       | 8 02      | 8 23      | 8 44      | 8 54      | 9 05      | 9 15      | 9 42      | 10 46     | 11 02     | 11 21     | 10 98      |
| Hartford             | 8 41      | 8 44      | 9 16      | 10 16     | 10 54     | 11 31     | 12 14     | 12 56      | 13 35      | 13 55      | 3 9        | 5 19       | 5 45       | 6 35       | 8 05      | 8 26      | 8 47      | 8 57      | 9 08      | 9 18      | 9 45      | 10 49     | 11 05     | 11 24     | 11 01      |
| Warrington           | 8 44      | 8 47      | 9 19      | 10 19     | 10 57     | 11 34     | 12 17     | 12 59      | 13 38      | 13 58      | 3 12       | 5 22       | 5 48       | 6 38       | 8 08      | 8 29      | 8 50      | 9 00      | 9 11      | 9 21      | 9 48      | 10 52     | 11 08     | 11 27     | 11 04      |
| LIVERPOOL            | 8 47      | 8 50      | 9 22      | 10 22     | 11 00     | 11 37     | 12 20     | 13 02      | 13 41      | 14 01      | 3 15       | 5 25       | 5 51       | 6 41       | 8 11      | 8 32      | 8 53      | 9 03      | 9 14      | 9 24      | 9 51      | 10 55     | 11 11     | 11 30     | 11 07      |
| CHESTER              | 8 50      | 8 53      | 9 25      | 10 25     | 11 03     | 11 40     | 12 23     | 13 05      | 13 44      | 14 04      | 3 18       | 5 28       | 5 54       | 6 44       | 8 14      | 8 35      | 8 56      | 9 06      | 9 17      | 9 27      | 9 54      | 10 58     | 11 14     | 11 33     | 11 10      |
| LANCASTER            | 8 53      | 8 56      | 9 28      | 10 28     | 11 06     | 11 43     | 12 26     | 13 08      | 13 47      | 14 07      | 3 21       | 5 31       | 5 57       | 6 47       | 8 17      | 8 38      | 8 59      | 9 09      | 9 20      | 9 30      | 9 57      | 11 01     | 11 17     | 11 36     | 11 13      |

\* Day Tickets, &c.—see page 24.

† For Private Carriages of passengers going by the 10 a.m. train to Birmingham and the North

+ In connexion with Trains to Northampton. † In connexion with Trains from Northampton. Private carriages and Horses are not conveyed by the express or mail trains, nor can they be booked unless they are at the stations 15 minutes before the time specified in the tables.

1. Trains in conjunction with Fleetwood and Belfast.
2. Trains in conjunction with the Birmingham and Gloucester.
3. Trains in conjunction with the Birmingham and Derby Junction.
4. Trains in conjunction with the Midland Counties.

5. Trains in conjunction with the North Midland.
6. York and N. Midland, and York and Newcastle.
7. Trains in conjunction with Newcastle and Carlisle.
8. Trains in conjunction with Hull and Selby.

‡ Carriages for third class passengers to Hull and Newcastle will be attached to this train.

The small figures in the head refer to the connexion of the respective trains with other lines, as at foot.



| Up Trains        | 14<br>a.m.         | 6<br>Mist            | 9<br>a.m. | 650<br>a.m.          | 10<br>a.m.   | 10<br>a.m. | 7<br>a.m. | 4<br>a.m.                     | 10<br>a.m.                    | 12<br>p.m. | 2<br>p.m.    | 6<br>a.m. | 12<br>p.m. | 9<br>a.m.                  | 4<br>p.m.                  | 5<br>p.m.          | 6<br>p.m. | 9<br>p.m. | 6<br>p.m.               | 6<br>p.m. | 1<br>p.m.               | 12<br>p.m.              | 8<br>p.m. | 6<br>p.m.               |
|------------------|--------------------|----------------------|-----------|----------------------|--------------|------------|-----------|-------------------------------|-------------------------------|------------|--------------|-----------|------------|----------------------------|----------------------------|--------------------|-----------|-----------|-------------------------|-----------|-------------------------|-------------------------|-----------|-------------------------|
| STATIONS         | Mixt<br>4.5.6.7.8. | Wol-<br>ver-<br>ton. | Mixt      | Mixt<br>4.5.6.<br>7. | Fast<br>Mist | Mixt       | Mixt      | stop-<br>ping<br>Mist<br>4.5. | Ex-<br>pre<br>s<br>mail<br>2. | 3.4.<br>↑  | Mixt<br>4.5. | Mixt      | Mixt       | 3rd<br>class<br>4.5.<br>5. | Fast<br>Mist<br>4.5.6.7.8. | Mixt<br>4.5.6.7.8. | Mixt      | Mixt      | Exp.<br>1st Cl.<br>only | Mixt      | Mixt<br>4.5.6.<br>only. | Mixt<br>4.5.6.<br>only. | Mixt      | Mixt<br>4.5.6.<br>only. |
| TRAINS LEAVE     | 7.8.               | Mixt                 |           | 7.                   | ↑            |            |           | 4.5.                          |                               | ↑          |              |           | 2.3.       | 4.5.                       | 1.2.                       | 8.                 | 8.        | 1.2.3.    | 5.6.7.                  |           |                         |                         |           |                         |
| LANCASTER        | ..                 | ..                   | ..        | ..                   | ..           | ..         | ..        | 4.15                          | ..                            | ..         | ..           | ..        | 6.15       | ..                         | 9.1                        | ..                 | ..        | 9.2       | ..                      | ..        | 12.20                   | ..                      | 6.55      |                         |
| LIVERPOOL        | ..                 | ..                   | ..        | ..                   | ..           | ..         | ..        | 6.0                           | ..                            | ..         | ..           | ..        | 7.6        | ..                         | 9.4                        | ..                 | ..        | 11.47     | ..                      | ..        | 1.0                     | 4.30                    | 8.15      |                         |
| Warrington       | ..                 | ..                   | ..        | ..                   | ..           | ..         | ..        | 6.38                          | ..                            | ..         | ..           | ..        | 7.6        | ..                         | 10.2                       | ..                 | ..        | 12.21     | ..                      | ..        | 2.18                    | ..                      | 9.36      |                         |
| Hartford         | ..                 | ..                   | ..        | ..                   | ..           | ..         | ..        | 7.41                          | ..                            | ..         | ..           | ..        | 8.10       | ..                         | 10.5                       | ..                 | ..        | 12.47     | ..                      | ..        | 2.47                    | 5.50                    | 0.2       |                         |
| CREWE            | ..                 | ..                   | ..        | ..                   | ..           | ..         | ..        | 7.20                          | ..                            | ..         | ..           | ..        | 8.51       | ..                         | 11.3                       | ..                 | ..        | 1.27      | ..                      | ..        | 3.24                    | ..                      | 10.42     |                         |
| Whitmore         | ..                 | ..                   | ..        | ..                   | ..           | ..         | ..        | 7.47                          | ..                            | ..         | ..           | ..        | 8.10       | ..                         | 12.4                       | ..                 | ..        | 1.57      | ..                      | ..        | 4.0                     | 6.35                    | 11.42     |                         |
| Stafford         | ..                 | ..                   | ..        | ..                   | ..           | ..         | ..        | 8.10                          | ..                            | ..         | ..           | ..        | 8.23       | ..                         | 12.3                       | ..                 | ..        | 2.34      | ..                      | ..        | 4.37                    | 7.2                     | 11.48     |                         |
| Wolverhampton    | ..                 | ..                   | ..        | ..                   | ..           | ..         | ..        | 8.36                          | ..                            | ..         | ..           | ..        | 10.4       | ..                         | 12.3                       | ..                 | ..        | 2.4       | ..                      | ..        | 4.52                    | ..                      | 11.55     |                         |
| Walsall          | ..                 | ..                   | ..        | ..                   | ..           | ..         | ..        | 8.46                          | ..                            | ..         | ..           | ..        | 10.18      | ..                         | 12.35                      | 1.30               | ..        | 4.0       | ..                      | ..        | 5.45                    | 7.50                    | 8.15      |                         |
| BIRMINGHAM       | ..                 | ..                   | ..        | 7.0                  | ..           | ..         | 7.45      | 9.30                          | 10.0                          | ..         | ..           | ..        | 12.0       | 12.35                      | 1.30                       | ..                 | ..        | 4.0       | ..                      | ..        | 5.45                    | 7.50                    | 8.15      |                         |
| Hampton (D.J.)   | ..                 | ..                   | ..        | 7.40                 | ..           | ..         | 8.5       | 10.4                          | 10.21                         | ..         | ..           | ..        | 12.0       | 12.35                      | 1.30                       | ..                 | ..        | 4.0       | ..                      | ..        | 5.45                    | 7.50                    | 8.15      |                         |
| COVENTRY a.      | ..                 | ..                   | ..        | 7.40                 | ..           | ..         | 8.3       | 10.4                          | 10.44                         | ..         | ..           | ..        | 12.0       | 12.35                      | 1.30                       | 2.11               | ..        | 4.44      | ..                      | ..        | 5.45                    | 7.50                    | 8.15      |                         |
| Brandon          | leave              | ..                   | ..        | ..                   | ..           | ..         | 8.45      | 10.0                          | 10.48                         | ..         | ..           | ..        | 1.15       | 2.5                        | 2.37                       | 4.15               | 5.0       | ..        | 5.13                    | 6.45      | ..                      | 6.35                    | 8.20      |                         |
| RUGBY (M.C.)     | 1.15               | ..                   | 6.50      | 8.5                  | ..           | ..         | 9.1       | 11.13                         | 12.45                         | ..         | ..           | ..        | 1.35       | 2.31                       | ..                         | ..                 | ..        | ..        | ..                      | ..        | 6.35                    | 8.20                    | 9.19      |                         |
| Crick (aud W.)   | ..                 | ..                   | ..        | ..                   | ..           | ..         | 9.22      | 11.48                         | ..                            | ..         | ..           | ..        | 1.0        | 2.48                       | 3.11                       | 4.44               | ..        | 5.45      | ..                      | ..        | 7.22                    | ..                      | 2.38      |                         |
| Weedon           | 1.52               | ..                   | ..        | ..                   | ..           | ..         | 9.57      | 12.9                          | 12.57                         | 1.20       | ..           | ..        | 12.10      | 3.10                       | 3.22                       | 4.57               | ..        | 6.0       | 6.9                     | ..        | 17.5                    | ..                      | ..        |                         |
| BLISWORTH        | ..                 | 7.35                 | 8.45      | ..                   | ..           | ..         | 9.57      | 12.9                          | 12.57                         | 1.20       | ..           | ..        | 12.10      | 3.10                       | 3.22                       | 4.57               | ..        | 6.0       | 6.9                     | ..        | 17.5                    | ..                      | ..        |                         |
| Road             | leave              | 7.45                 | ..        | ..                   | ..           | ..         | 10.2      | 11.22                         | 12.32                         | 1.20       | 1.52         | ..        | 2.38       | 4.7                        | 3.57                       | 5.22               | 6.0       | 6.25      | 6.32                    | 7.35      | ..                      | 8.15                    | 9.31      |                         |
| WOLVERTON        | 2.35               | 6.45                 | 8.5       | 9.12                 | ..           | 10.56      | 10.4      | 10.4                          | 10.44                         | ..         | ..           | ..        | 3.0        | 4.50                       | ..                         | ..                 | ..        | 6.52      | ..                      | ..        | 8.40                    | ..                      | ..        |                         |
| Bletchley & F.S. | 7.0                | ..                   | 8.20      | ..                   | 10.38        | ..         | 10.58     | ..                            | 1.7                           | ..         | ..           | ..        | 3.15       | 4.45                       | ..                         | 5.50               | ..        | 7.7       | ..                      | ..        | ..                      | ..                      | ..        |                         |
| LEIGHTON         | 7.10               | ..                   | 8.35      | ..                   | 10.38        | ..         | 10.58     | ..                            | 1.7                           | ..         | ..           | ..        | 3.15       | 4.45                       | ..                         | 5.50               | ..        | 7.7       | ..                      | ..        | ..                      | ..                      | ..        |                         |
| Aylesbury leave  | 7.10               | ..                   | ..        | ..                   | ..           | ..         | 10.45     | ..                            | ..                            | ..         | ..           | ..        | 2.45       | ..                         | ..                         | ..                 | ..        | ..        | ..                      | 6.45      | ..                      | ..                      | ..        |                         |
| Cheddington ar.  | ..                 | ..                   | ..        | ..                   | ..           | ..         | 10.58     | ..                            | ..                            | ..         | ..           | ..        | 2.45       | ..                         | ..                         | ..                 | ..        | ..        | ..                      | 6.45      | ..                      | ..                      | ..        |                         |
| TRING            | 3.32               | 7.35                 | 9.55      | ..                   | ..           | ..         | 11.10     | 11.22                         | ..                            | 1.32       | 2.47         | 3.10      | 3.38       | 5.12                       | 4.50                       | ..                 | 6.50      | 7.18      | 7.32                    | ..        | 8.15                    | 9.5                     | ..        |                         |
| Berkhamstead     | ..                 | 7.51                 | 9.5       | 10.10                | ..           | ..         | 11.31     | ..                            | 2.2                           | ..         | ..           | 3.38      | 5.25       | ..                         | ..                         | ..                 | ..        | ..        | ..                      | ..        | 8.25                    | ..                      | ..        |                         |
| Boxmoor          | ..                 | 8.1                  | 9.15      | ..                   | ..           | ..         | 11.37     | ..                            | ..                            | ..         | ..           | 3.25      | 3.56       | 5.36                       | ..                         | ..                 | ..        | ..        | ..                      | ..        | 8.33                    | ..                      | ..        |                         |
| Kings Langley    | ..                 | 8.9                  | 9.22      | ..                   | ..           | ..         | 11.37     | ..                            | ..                            | ..         | ..           | 3.25      | 3.56       | 5.36                       | ..                         | ..                 | ..        | ..        | ..                      | ..        | 8.40                    | ..                      | ..        |                         |
| WATFORD          | 4.2                | 8.17                 | 9.0       | 9.30                 | 10.30        | 11.20      | 11.52     | ..                            | 2.2                           | 3.17       | 3.39         | 4.12      | 5.55       | ..                         | 6.47                       | ..                 | 7.48      | 8.2       | ..                      | 8.49      | 9.38                    | ..                      | ..        |                         |
| Bushey           | ..                 | 8.19                 | 9.5       | ..                   | ..           | ..         | 11.43     | ..                            | ..                            | ..         | ..           | 6.3       | ..         | ..                         | ..                         | ..                 | ..        | ..        | ..                      | ..        | 8.56                    | ..                      | ..        |                         |
| Pinner           | ..                 | 8.25                 | 9.14      | ..                   | ..           | ..         | 11.49     | ..                            | ..                            | ..         | ..           | 6.11      | ..         | ..                         | ..                         | ..                 | ..        | ..        | ..                      | ..        | 9.0                     | ..                      | ..        |                         |
| Harrow           | ..                 | 8.37                 | 9.19      | ..                   | ..           | ..         | 12.7      | ..                            | 2.50                          | ..         | ..           | 3.45      | 4.28       | 6.17                       | ..                         | ..                 | ..        | ..        | ..                      | ..        | 9.0                     | ..                      | ..        |                         |
| Sudbury          | ..                 | 8.43                 | 9.29      | ..                   | ..           | ..         | 11.59     | ..                            | ..                            | ..         | ..           | 3.50      | 6.27       | ..                         | ..                         | ..                 | ..        | ..        | ..                      | ..        | 9.8                     | ..                      | ..        |                         |
| Willesden        | ..                 | 8.47                 | 9.35      | ..                   | ..           | ..         | 12.4      | ..                            | ..                            | ..         | ..           | 6.33      | ..         | ..                         | ..                         | ..                 | ..        | ..        | ..                      | ..        | 9.12                    | ..                      | ..        |                         |
| EUSTON SQ.       | 4.45               | 9.15                 | 10.0      | 10.10                | 10.15        | 12.0       | 12.0      | 12.35                         | 1.0                           | 2.45       | 3.20         | 4.0       | 4.15       | 5.0                        | 7.0                        | 6.0                | 7.30      | 7.55      | 8.30                    | 8.45      | 9.10                    | 9.35                    | 10.15     | 11.0                    |

Trains marked thus † will only stop at Bletchley, when there are passengers for Redf rd.

\* In connexion with trains from Northampton. † In connexion with trains to Northampton.

### WARWICK AND LEAMINGTON BRANCH.

| Leamngtn<br>Lndn & B | 1,2,3,4 cl. |       |       |       | Mixt | Mixt | Mixt  | Mixt | Ex-<br>pres | Mixt | SUNDAY<br>Mixt 1, 2, 3 | B. & Lndn<br>Leamngtn | Mixt | Mixt  | Mixt  | 3rd<br>class | 1st<br>class | Mixt  | Mixt | Mixt | Ex-<br>pres | ixt  | SUNDAY |      |       |       |
|----------------------|-------------|-------|-------|-------|------|------|-------|------|-------------|------|------------------------|-----------------------|------|-------|-------|--------------|--------------|-------|------|------|-------------|------|--------|------|-------|-------|
|                      | a.m.        | a.m.  | a.m.  | a.m.  |      |      |       |      |             |      |                        |                       |      |       |       |              |              |       |      |      |             |      | a.m.   | a.m. | a.m.  | a.m.  |
| Leamngtn, dep        | 7.50        | 9.25  | 10.12 | 12.1  | 2.10 | 4.5  | 5.50  | 6.50 | 8.35        | 9.30 | 8.10                   | Bi minghm, dep        | 7.45 | 9.30  | 10.0  | ..           | 12.0         | 1.30  | 4.0  | 5.45 | ..          | 8.15 | 8.1    | ..   | ..    | ..    |
| Kenilworth, ar.      | 8.0         | 9.35  | 10.22 | 12.2  | 2.20 | 4.15 | 6.0   | 7.0  | 8.45        | 9.40 | 8.10                   | London .....          | 8.0  | 9.35  | 10.0  | ..           | 12.0         | 1.30  | 4.0  | 5.45 | ..          | 8.15 | 8.1    | ..   | ..    | ..    |
| Coventry .....       | 8.15        | 9.50  | 10.37 | 12.35 | 2.35 | 4.30 | 6.15  | 7.15 | 9.0         | 9.55 | 8.25                   | London .....          | 8.0  | 9.35  | 10.0  | ..           | 12.0         | 1.30  | 4.0  | 5.45 | ..          | 8.15 | 8.1    | ..   | ..    | ..    |
| Rugby .....          | 9.0         | ..    | 11.13 | 1.15  | ..   | 5.15 | 6.55  | ..   | 10.58       | ..   | ..                     | Coventry .....        | 8.30 | 10.0  | 4.0   | 4.4          | 2.45         | 12.45 | 2.45 | 4.4  | 6.28        | 7.25 | 9.17   | 8.45 | 11.39 | 12.41 |
| London .....         | 12.35       | 1.0   | 2.45  | 5.0   | ..   | 8.45 | 10.15 | ..   | 1.30        | ..   | ..                     | Kenilworth .....      | 8.50 | 10.22 | 11.5  | 3.10         | 1.5          | 3.10  | 5.5  | 7.0  | 7.45        | 9.35 | 9.5    | 11.0 | 1.10  | 1.10  |
| Birmingham ..        | 9.30        | 10.60 | 12.35 | 1.25  | 3.35 | 5.35 | 7.15  | 8.10 | 9.15        | ..   | 9.15                   | Leamington .....      | 9.0  | 10.35 | 11.15 | 3.20         | 1.15         | 3.20  | 5.15 | 7.10 | 7.55        | 9.45 | 9.15   | 1.20 | 1.20  | 1.20  |

## LONDON AND NORTH WESTERN.—SUNDAY TRAINS.

| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "P", and are also available for the return journey by the Down Night Mail Trains. |  |  |  |  |  |  |  |  |  |
| Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares. |  |  |  |  |  |  |  |  |  | Season Tickets for periods of not less than Two Months, at one-half the usual Fares.                                                                                                                            |  |  |  |  |  |  |  |  |  |
| LONDON<br>to<br>BIRMINGHAM.                                                          |  |  |  |  |  |  |  |  |  | BIRMINGHAM<br>to<br>LONDON.                                                          |  |  |  |  |  |  |  |  |  | Day Tickets at Reduced Fares are issued to First- and Second-Class Passengers only by all the trains except those marked thus "                                                                                 |  |  |  |  |  |  |  |  |  |

**Day Tickets at Reduced Fares** are issued to First and Second class Passengers only, by all the trains except those marked thus "S", and are available for the return journey by the Down Night Mail Trains.

**Season Tickets** for periods of not less than Two Months, at one half the usual Fares.

## BEDFORD AND BLETCHLEY.—16½ Miles.

From London.

| From Bedford.         | Sunday Fares. |       |       |      |      | To Bedford |      |       |      |      | Sunday Fares.      |       |       |       |      |
|-----------------------|---------------|-------|-------|------|------|------------|------|-------|------|------|--------------------|-------|-------|-------|------|
|                       | a.m.          | a.m.  | a.m.  | p.m. | p.m. | a.m.       | a.m. | noon  | p.m. | p.m. | a.m.               | a.m.  | noon  | p.m.  | p.m. |
| BEDFORD ... depart    | 7 30          | 9 45  | 11 45 | 2 55 | 4 5  | 8 20       | 3 45 | s.d.  | s.d. | s.d. | BIRMINGHAM depart  | ..    | 10 0  | 12 0  | 4 0  |
| Amphthill .....       | 7 45          | 9 59  | 12 02 | 2 06 | 0    | 8 35       | 4 0  | 1 00  | 9 06 | 0    | LONDON ... depart  | 7 30  | 11 0  | ..    | 3 45 |
| Lidlington .....      | 7 46          | ..    | 12 12 | 2 16 | 1    | 8 36       | 4 1  | 1 61  | 0 08 | 0    | BLETCHLEY .....    | 9 23  | 12 45 | 3 15  | 18 7 |
| Ridgmount .....       | 7 48          | ..    | 12 32 | 2 26 | 3    | 8 38       | 4 3  | 1 61  | 0 09 | 0    | FENNY STRATFORD .. | 9 35  | 1 53  | 20 .. | 7 20 |
| Woburn Sands .....    | 8 5           | 10 13 | 12 20 | 2 40 | 6 20 | 8 55       | 4 20 | 2 01  | 6 10 | 0    | Woburn Sands ..... | 9 45  | 1 15  | 30 53 | 7 30 |
| FENNY STRATFORD ..    | 8 13          | ..    | 12 28 | 2 48 | 6 33 | 9 34       | 28   | 2 62  | 0 13 | 0    | Ridgmount .....    | 9 51  | 1 21  | 36 .. | 7 36 |
| BLETCHLEY .....       | 8 20          | 10 26 | 12 32 | 2 55 | 6 35 | 9 10       | 35   | 2 62  | 0 14 | 0    | Lidlington .....   | 9 53  | 1 23  | 38 .. | 7 38 |
| LONDON .....          | 10 10         | 12 0  | 2 45  | 5 0  | 8 45 | ..         | 6 45 | 8 66  | 0 31 | 11   | Amphthill .....    | 10 3  | 1 33  | 3 48  | 7 48 |
| BIRMINGHAM... arrival | 12 35         | ..    | 3 35  | ..   | 10 0 | 12 35      | ..   | 11 68 | 0 56 | 6    | BEDFORD... arrival | 10 15 | 1 45  | 4 06  | 0 8  |



**For ADDITIONAL TRAINS to and from Peterboro' and Northampton,  
See Pages 22 and 23.**

\* Tickets at reduced fares, from Saturday to Monday, and for each day in the week, are issued (to First and Second Class Passengers only) by all except the Trains marked thus \*, and are also available for the return journey by the Down Night Mail Train. These Tickets must be shewn to the Clerks in attendance on passing through the Booking Offices.

| London & North Western.—NORTHAMPTON & PETERBORO' Section. |                                 |      |      |      |      |      |       |       |       |       |         |      |       |       |
|-----------------------------------------------------------|---------------------------------|------|------|------|------|------|-------|-------|-------|-------|---------|------|-------|-------|
| Miles from<br>London.                                     | DOWN TRAINS.                    |      |      |      |      |      |       |       |       |       | Sundays |      |       |       |
|                                                           | 1,2,3                           | Mixd | Mixd | Mixd | Mixd | Mixd | Mixd  | Mixd  | Mixd  | Mixd  | Mixd    | Mixd | Mixd  | Mixd  |
|                                                           | AM.                             | AM.  | AM.  | pm.  | pm.  | P.M. | P.M.* | P.M.* | P.M.* | P.M.* | A.M.    | A.M. | P.M.* | P.M.* |
| Trains Leaving                                            |                                 |      |      |      |      |      |       |       |       |       |         |      |       |       |
| LONDON at                                                 |                                 |      |      |      |      |      |       |       |       |       |         |      |       |       |
| BIRMINGHAM.....                                           |                                 |      |      |      |      |      |       |       |       |       |         |      |       |       |
| 67½                                                       | NORTHAMPTON ....                |      |      |      |      |      |       |       |       |       | 8       | 0    | 10    | 35    |
| 71½                                                       | Billing Road.....               |      |      |      |      |      |       |       |       |       | 8       | 2    | 10    | 47    |
| 74½                                                       | CASTLE ASHBY (White Mill) ..... |      |      |      |      |      |       |       |       |       | 8       | 10   | 10    | 55    |
| 78½                                                       | WELLINGBOROUGH.....             |      |      |      |      |      |       |       |       |       | 8       | 30   | 11    | 15    |
| 80½                                                       | DITCHFORD.....                  |      |      |      |      |      |       |       |       |       | 8       | 33   | ..    | ..    |
| 83                                                        | HIGHAM FERRARS.....             |      |      |      |      |      |       |       |       |       | 8       | 44   | 11    | 29    |
| 85½                                                       | RINGSTEAD.....                  |      |      |      |      |      |       |       |       |       | 8       | 46   | 11    | 31    |
| 89                                                        | THRAPSTON.....                  |      |      |      |      |      |       |       |       |       | 9       | 5    | 11    | 47    |
| 91½                                                       | THORPE.....                     |      |      |      |      |      |       |       |       |       | 9       | 7    | 11    | 52    |
| 94½                                                       | BARNWELL.....                   |      |      |      |      |      |       |       |       |       | 9       | 11   | 11    | 56    |
| 97½                                                       | OUNDLE.....                     |      |      |      |      |      |       |       |       |       | 9       | 28   | 12    | 13    |
| 103½                                                      | ELTON.....                      |      |      |      |      |      |       |       |       |       | 9       | 33   | ..    | ..    |
|                                                           | WANSFORD (Sibson).....          |      |      |      |      |      |       |       |       |       | 9       | 45   | 12    | 33    |
| 107½                                                      | STAMFORD (by Coach).....        |      |      |      |      |      |       |       |       |       | 10      | 45   | 1     | 33    |
|                                                           | OVERTON.....                    |      |      |      |      |      |       |       |       |       | 9       | 52   | 12    | 40    |
| 110½                                                      | PETERBOROUGH.....               |      |      |      |      |      |       |       |       |       | 10      | 5    | 12    | 50    |
| Miles from<br>Peterboro'.                                 | UP TRAINS.                      |      |      |      |      |      |       |       |       |       | Sundays |      |       |       |
|                                                           | Mixd                            | Mixd | Mixd | Mixd | Mixd | Mixd | Mixd  | Mixd  | Mixd  | Mixd  | Mixd    | Mixd | Mixd  | Mixd  |
|                                                           | Mail.                           | A.M. | A.M. | A.M. | P.M. | P.M. | P.M.  | P.M.  | P.M.  | P.M.  | Mail.   | P.M. | P.M.  | P.M.  |
| Trains Leaving                                            |                                 |      |      |      |      |      |       |       |       |       |         |      |       |       |
| PETERBOROUGH .....                                        |                                 |      |      |      |      |      |       |       |       |       |         |      |       |       |
| 2½                                                        | OVERTON..... arrival            |      |      |      |      |      |       |       |       |       | 12      | 45   | 6     | 30    |
| 6½                                                        | STAMFORD (by Coach).....        |      |      |      |      |      |       |       |       |       | 12      | 0    | 5     | 45    |
| 8                                                         | WANSFORD (Sibson).....          |      |      |      |      |      |       |       |       |       | 1       | 0    | 6     | 45    |
| 13                                                        | ELTON.....                      |      |      |      |      |      |       |       |       |       | 1       | 0    | 6     | 45    |
| 15½                                                       | OUNDLE.....                     |      |      |      |      |      |       |       |       |       | 1       | 15   | 7     | 30    |
| 18½                                                       | BARNWELL.....                   |      |      |      |      |      |       |       |       |       | 1       | 15   | 7     | 30    |
| 19½                                                       | THORPE.....                     |      |      |      |      |      |       |       |       |       | 1       | 15   | 7     | 30    |
| 21½                                                       | THRAPSTON.....                  |      |      |      |      |      |       |       |       |       | 1       | 35   | 7     | 23    |
| 24½                                                       | RINGSTEAD.....                  |      |      |      |      |      |       |       |       |       | 1       | 35   | 7     | 23    |
| 27½                                                       | HIGHAM FERRARS.....             |      |      |      |      |      |       |       |       |       | 1       | 50   | 7     | 41    |
| 29½                                                       | DITCHFORD.....                  |      |      |      |      |      |       |       |       |       | 1       | 50   | 7     | 41    |
| 31½                                                       | WELLINGBOROUGH.....             |      |      |      |      |      |       |       |       |       | 2       | 0    | 7     | 53    |
| 35½                                                       | CASTLE ASHBY (White Mill) ..... |      |      |      |      |      |       |       |       |       | 2       | 0    | 7     | 53    |
| 38½                                                       | Billing Road.....               |      |      |      |      |      |       |       |       |       | 2       | 0    | 7     | 53    |
| 42½                                                       | NORTHAMPTON.....                |      |      |      |      |      |       |       |       |       | 2       | 27   | 8     | 23    |
| 97½                                                       | BIRMINGHAM.....                 |      |      |      |      |      |       |       |       |       | 10      | 50   | ..    | ..    |
| 110½                                                      | LONDON.....                     |      |      |      |      |      |       |       |       |       | 5       | 18   | 11    | 15    |

| Miles. | Day Tickets.          |        |              |        | Miles. | Day Tickets.               |              |        |        |
|--------|-----------------------|--------|--------------|--------|--------|----------------------------|--------------|--------|--------|
|        | 1st                   | 2nd    | Hor-<br>ses. | 1st    |        | 2nd                        | Hor-<br>ses. | 1st    | 2nd    |
|        | class.                | class. | class.       | class. |        | class.                     | class.       | class. | class. |
| 67½    | LONDON to NORTHAMPTON |        |              |        | 97½    | BIRMINGHAM to PETERBOROUGH |              |        |        |
| 78½    | s. d.                 | s. d.  | s. d.        | s. d.  | 14 6   | s. d.                      | s. d.        | s. d.  | s. d.  |
| 83     | 14 6                  | 10 6   | 26 6         | 22 6   | 14 6   | 11 6                       | 13 6         | 30 6   | 32 6   |
| 89     | 14 6                  | 10 6   | 26 6         | 22 6   | 14 6   | 10 6                       | 13 6         | 30 6   | 32 6   |
| 97½    | 14 6                  | 10 6   | 26 6         | 22 6   | 14 6   | 10 6                       | 13 6         | 30 6   | 32 6   |
| 103½   | 16 6                  | 12 6   | 32 6         | 34 6   | 12 6   | 9 6                        | 26 6         | 28 6   | 30 6   |
| 107½   | 17 6                  | 13 6   | 34 6         | 36 6   | 12 6   | 9 6                        | 26 6         | 28 6   | 30 6   |
| 110½   | 21 6                  | 16 6   | 38 6         | 40 6   | 12 6   | 9 6                        | 26 6         | 28 6   | 30 6   |
|        | 17 6                  | 13 6   | 34 6         | 36 6   | 11 6   | 8 6                        | 24 6         | 26 6   | 28 6   |
|        | 16 6                  | 12 6   | 32 6         | 34 6   | 11 6   | 8 6                        | 24 6         | 26 6   | 28 6   |
|        | 15 6                  | 11 6   | 30 6         | 32 6   | 11 6   | 8 6                        | 24 6         | 26 6   | 28 6   |

Engr., J. Locke: London & North Western.—L'POOL & BIRMINGHAM Section. of Goods { S. Eborall; Birmingham.  
B. Poole, Liverpool.

| Distance<br>from Liverpool | Mls. | LANCASTER<br>AND<br>LIVERPOOL<br>to Birmingham<br>and LONDON. |                        |                       |                        |                         |                          |              |                       |                          |                | Sunday Trains.          |                        |                |                | FARES<br>From Liverpool. |               |               |               |
|----------------------------|------|---------------------------------------------------------------|------------------------|-----------------------|------------------------|-------------------------|--------------------------|--------------|-----------------------|--------------------------|----------------|-------------------------|------------------------|----------------|----------------|--------------------------|---------------|---------------|---------------|
|                            |      | 12 <sup>1</sup><br>a.m.                                       | 6 <sup>1</sup><br>a.m. | 7<br>a.m.             | 9 <sup>1</sup><br>a.m. | 10 <sup>1</sup><br>a.m. | 1<br>p.m.                | 3 50<br>p.m. | 5<br>p.m.             | 3 2 <sup>1</sup><br>n.m. | Mixed          | 12 <sup>1</sup><br>a.m. | 9 <sup>1</sup><br>a.m. | 11<br>a.m.     | 3 28<br>p.m.   | Expres<br>s. d.          | 1st<br>Class. | 2nd<br>Class. | 3rd<br>class. |
|                            |      | exp.                                                          | 1 & 2<br>class.        | 3rd<br>class<br>only. | 1st<br>class.<br>Mixed | Mixed<br>Mail.          | First<br>Class.<br>Mixed | Ex-<br>press | 1st &<br>2nd<br>Class | Mixed<br>Mail            | Mail           | Exps<br>Mail.           | 1, 2, 3<br>class.      | Mixed<br>Mail. | Mixed<br>Mail. | Expres<br>s. d.          | 1st<br>Class. | 2nd<br>Class. | 3rd<br>class. |
|                            |      | Trains Leave                                                  |                        |                       |                        |                         |                          |              |                       |                          |                |                         |                        |                |                |                          |               |               |               |
|                            |      | Carlisle .....                                                | 12 45                  | ..                    | ..                     | ..                      | ..                       | ..           | ..                    | 3 28                     | 12 45          | ..                      | ..                     | 3 28           | ..             | s. d.                    | s. d.         | s. d.         | s. d.         |
|                            |      | Preston .....                                                 | 5 10                   | ..                    | ..                     | 10 30                   | ..                       | 3 50         | ..                    | 7 53                     | 5 10           | ..                      | ..                     | 7 53           | ..             | ..                       | ..            | ..            | ..            |
| 15 <sup>1</sup>            |      | L'pool, Lime-st. ..                                           | 6                      | 6 15                  | 7 0                    | 9 <sup>1</sup>          | 11                       | 1 0          | 4 <sup>1</sup>        | 5                        | 8 <sup>1</sup> | 6                       | 9 <sup>1</sup>         | 11             | 8 <sup>1</sup> | ..                       | ..            | ..            | ..            |
| 14 <sup>1</sup>            |      | Newton Bridge ..                                              | 6 10                   | ..                    | 8 10                   | 9 32                    | 11 25                    | 1 30         | 4 40                  | 5 32                     | 8 43           | ..                      | ..                     | 8 43           | ..             | ..                       | ..            | ..            | ..            |
| 19 <sup>1</sup>            |      | Newton Junction ..                                            | ..                     | 6 53                  | 8 16                   | 9 42                    | ..                       | 1 30         | ..                    | 5 42                     | ..             | ..                      | 9 42                   | ..             | 8 43           | ..                       | ..            | ..            | ..            |
| 22 <sup>1</sup>            |      | Warrington .....                                              | 6 38                   | 7 6                   | 8 38                   | 9 59                    | 11 47                    | 1 47         | 5 7                   | 5 57                     | 9 2            | 6 38                    | 9 59                   | 11 47          | 9 2            | 3 6                      | 3 0           | 2 6           | 1 8           |
| 25                         |      | Moore .....                                                   | ..                     | 7 15                  | 8 52                   | ..                      | ..                       | ..           | ..                    | 6 7                      | ..             | ..                      | ..                     | ..             | ..             | ..                       | ..            | ..            | ..            |
| 29 <sup>1</sup>            |      | Preston Brook .....                                           | ..                     | 7 21                  | 9 3                    | ..                      | ..                       | 2 0          | ..                    | 6 14                     | ..             | ..                      | ..                     | ..             | ..             | ..                       | 3 6           | 3 0           | 1 11          |
| 31 <sup>1</sup>            |      | Acton .....                                                   | ..                     | 7 32                  | 9 22                   | ..                      | ..                       | ..           | ..                    | 6 25                     | ..             | ..                      | ..                     | ..             | ..             | ..                       | 4 0           | 3 0           | 2 2           |
| 36 <sup>1</sup>            |      | Hartford .....                                                | ..                     | 7 41                  | 9 36                   | 10 28                   | 12 21                    | 2 18         | ..                    | 6 33                     | 9 36           | ..                      | 10 28                  | 12 21          | 9 36           | 6 0                      | 5 0           | 3 6           | 2 6           |
| 38 <sup>1</sup>            |      | Winsford .....                                                | ..                     | 7 54                  | 9 56                   | ..                      | ..                       | 2 28         | ..                    | 6 47                     | ..             | ..                      | ..                     | ..             | ..             | ..                       | 5 6           | 4 0           | 2 8           |
| 43 <sup>1</sup>            |      | Minshull Vernon ..                                            | ..                     | 8 10                  | 10 9                   | ..                      | ..                       | ..           | ..                    | 6 53                     | ..             | ..                      | ..                     | ..             | ..             | ..                       | 6 6           | 4 6           | 3 1           |
| 46                         |      | Crewe .....                                                   | 7 20                   | 8 10                  | 10 30                  | 10 53                   | 12 47                    | 2 47         | 5 50                  | 7 3                      | 10 2           | 7 20                    | 10 53                  | 12 47          | 10 2           | 9 0                      | 7 0           | 5 0           | 3 3           |
| 51 <sup>1</sup>            |      | Basford .....                                                 | ..                     | 8 26                  | 10 50                  | ..                      | ..                       | 2 57         | ..                    | 7 19                     | ..             | ..                      | ..                     | ..             | ..             | ..                       | 7 6           | 5 6           | 3 8           |
| 54 <sup>1</sup>            |      | Madeley .....                                                 | ..                     | 8 44                  | 1 18                   | ..                      | ..                       | ..           | ..                    | 7 37                     | ..             | ..                      | ..                     | ..             | ..             | ..                       | 8 0           | 6 0           | 3 11          |
| 62 <sup>1</sup>            |      | Whitmore* .....                                               | 7 47                   | 8 51                  | 11 0                   | 11 30                   | 1 27                     | 3 24         | ..                    | 7 45                     | 10 42          | 7 47                    | 11 30                  | 1 27           | 10 42          | 11 6                     | 9 0           | 6 0           | 4 4           |
| 64 <sup>1</sup>            |      | Norton Bridge .....                                           | ..                     | 9 10                  | 11 55                  | ..                      | ..                       | 3 44         | ..                    | 8 4                      | ..             | ..                      | ..                     | ..             | ..             | ..                       | 10 0          | 7 0           | 4 7           |
| 73 <sup>1</sup>            |      | Stafford .....                                                | 8 10                   | 9 23                  | 12 10                  | 12 0                    | 1 57                     | 4 0          | 6 35                  | 8 18                     | 11 12          | 8 10                    | 12 0                   | 1 57           | 11 12          | 15 0                     | 12 0          | 8 0           | 5 3           |
| 76                         |      | Penkridge .....                                               | ..                     | 9 38                  | 12 25                  | ..                      | ..                       | 4 12         | ..                    | 8 33                     | ..             | ..                      | ..                     | ..             | ..             | ..                       | 12 6          | 8 6           | 5 9           |
| 77 <sup>1</sup>            |      | Spread Eagle .....                                            | ..                     | 9 46                  | 12 32                  | ..                      | ..                       | ..           | ..                    | 8 41                     | ..             | ..                      | ..                     | ..             | ..             | ..                       | 13 9          | 9 9           | 6 2           |
| 83                         |      | Four Ashes .....                                              | ..                     | 9 50                  | 12 38                  | ..                      | ..                       | ..           | ..                    | 8 47                     | ..             | ..                      | ..                     | ..             | ..             | ..                       | 13 6          | 9 6           | 6 5           |
| 85 <sup>1</sup>            |      | Wolverhampton ..                                              | 8 36                   | 10 4                  | 12 55                  | 12 35                   | 2 34                     | 4 37         | 7 2                   | 9 2                      | 11 48          | 8 36                    | 12 35                  | 2 36           | 11 51          | 17 6                     | 14 0          | 10 0          | 6 6           |
| 88                         |      | Willenhall .....                                              | ..                     | 10 16                 | 1 3                    | ..                      | ..                       | 4 46         | ..                    | 9 14                     | ..             | ..                      | ..                     | ..             | ..             | ..                       | 14 6          | 10 6          | 7 0           |
| 90 <sup>1</sup>            |      | Walsall .....                                                 | 8 46                   | 10 18                 | 1 7                    | ..                      | 2 49                     | 4 52         | ..                    | 9 17                     | 11 55          | 8 46                    | ..                     | ..             | ..             | ..                       | 15 0          | 11 0          | 7 2           |
| 94 <sup>1</sup>            |      | Newton Road .....                                             | ..                     | 10 27                 | 1 16                   | ..                      | ..                       | ..           | ..                    | 9 26                     | ..             | ..                      | ..                     | ..             | ..             | ..                       | 15 6          | 11 0          | 7 5           |
| 97 <sup>1</sup>            |      | Perry Bar .....                                               | ..                     | 10 38                 | 1 29                   | ..                      | ..                       | ..           | ..                    | 9 37                     | ..             | ..                      | ..                     | ..             | ..             | ..                       | 16 0          | 11 6          | 7 7           |
| 210                        |      | Birmingham .....                                              | 9 15                   | 11 0                  | 1 50                   | 1 15                    | 3 20                     | 5 30         | 7 35                  | 10 0                     | 12 36          | 9 15                    | 1 15                   | 3 20           | 12 36          | 20 0                     | 16 0          | 12 0          | 7 11          |
|                            |      | London .....                                                  | 1 0                    | 5 0                   | 8 45                   | 6 0                     | 8 45                     | 10 15        | 11 0                  | ..                       | 5 13           | 1 30                    | 6 45                   | ..             | 5 18           | 45 0                     | 37 0          | 27 0          | 17 7          |

**Extra Trains.**—From Crewe to Liverpool and Manchester at 6<sup>1</sup> a.m. on week days, mixed, and calling at all the stations.

Day Tickets are issued by all except the third class and express trains; and those issued on Saturdays will free the holder up to the Monday evening following, by any except the express train, for which day tickets are not available.

‡ Waits 10 minutes, leaves Madeley at 11 28.

Private Carriages and Horses cannot be taken by the 6 a.m. 4<sup>1</sup> and 8<sup>1</sup> p.m. up, nor by the 1 25 a.m. and 8 10 p.m. down trains. Children under ten years of age are charged half price; children in arms unable to walk pass free.

\* For Coach in connexion with this Station, see page 66.



| Dist. | LONDON<br>TO LIVERPOOL<br>& LANCASTER. | 8 1 | 8 2 | 8 3 | 8 4 | 8 5 | 8 6 | 8 7 | 8 8 | 8 9 | 8 10 | 8 11 | 8 12 | 8 13 | 8 14 | 8 15 | 8 16 | 8 17 | 8 18 | 8 19 | 8 20 | 8 21 | 8 22 | 8 23 | 8 24 | 8 25 | 8 26 | 8 27 | 8 28 | 8 29 | 8 30 | 8 31 | 8 32 | 8 33 | 8 34 | 8 35 | 8 36 | 8 37 | 8 38 | 8 39 | 8 40 | 8 41 | 8 42 | 8 43 | 8 44 | 8 45 | 8 46 | 8 47 | 8 48 | 8 49 | 8 50 | 8 51 | 8 52 | 8 53 | 8 54 | 8 55 | 8 56 | 8 57 | 8 58 | 8 59 | 8 60 | 8 61 | 8 62 | 8 63 | 8 64 | 8 65 | 8 66 | 8 67 | 8 68 | 8 69 | 8 70 | 8 71 | 8 72 | 8 73 | 8 74 | 8 75 | 8 76 | 8 77 | 8 78 | 8 79 | 8 80 | 8 81 | 8 82 | 8 83 | 8 84 | 8 85 | 8 86 | 8 87 | 8 88 | 8 89 | 8 90 | 8 91 | 8 92 | 8 93 | 8 94 | 8 95 | 8 96 | 8 97 | 8 98 | 8 99 | 8 100 | 8 101 | 8 102 | 8 103 | 8 104 | 8 105 | 8 106 | 8 107 | 8 108 | 8 109 | 8 110 | 8 111 | 8 112 | 8 113 | 8 114 | 8 115 | 8 116 | 8 117 | 8 118 | 8 119 | 8 120 | 8 121 | 8 122 | 8 123 | 8 124 | 8 125 | 8 126 | 8 127 | 8 128 | 8 129 | 8 130 | 8 131 | 8 132 | 8 133 | 8 134 | 8 135 | 8 136 | 8 137 | 8 138 | 8 139 | 8 140 | 8 141 | 8 142 | 8 143 | 8 144 | 8 145 | 8 146 | 8 147 | 8 148 | 8 149 | 8 150 | 8 151 | 8 152 | 8 153 | 8 154 | 8 155 | 8 156 | 8 157 | 8 158 | 8 159 | 8 160 | 8 161 | 8 162 | 8 163 | 8 164 | 8 165 | 8 166 | 8 167 | 8 168 | 8 169 | 8 170 | 8 171 | 8 172 | 8 173 | 8 174 | 8 175 | 8 176 | 8 177 | 8 178 | 8 179 | 8 180 | 8 181 | 8 182 | 8 183 | 8 184 | 8 185 | 8 186 | 8 187 | 8 188 | 8 189 | 8 190 | 8 191 | 8 192 | 8 193 | 8 194 | 8 195 | 8 196 | 8 197 | 8 198 | 8 199 | 8 200 | 8 201 | 8 202 | 8 203 | 8 204 | 8 205 | 8 206 | 8 207 | 8 208 | 8 209 | 8 210 | 8 211 | 8 212 | 8 213 | 8 214 | 8 215 | 8 216 | 8 217 | 8 218 | 8 219 | 8 220 | 8 221 | 8 222 | 8 223 | 8 224 | 8 225 | 8 226 | 8 227 | 8 228 | 8 229 | 8 230 | 8 231 | 8 232 | 8 233 | 8 234 | 8 235 | 8 236 | 8 237 | 8 238 | 8 239 | 8 240 | 8 241 | 8 242 | 8 243 | 8 244 | 8 245 | 8 246 | 8 247 | 8 248 | 8 249 | 8 250 | 8 251 | 8 252 | 8 253 | 8 254 | 8 255 | 8 256 | 8 257 | 8 258 | 8 259 | 8 260 | 8 261 | 8 262 | 8 263 | 8 264 | 8 265 | 8 266 | 8 267 | 8 268 | 8 269 | 8 270 | 8 271 | 8 272 | 8 273 | 8 274 | 8 275 | 8 276 | 8 277 | 8 278 | 8 279 | 8 280 | 8 281 | 8 282 | 8 283 | 8 284 | 8 285 | 8 286 | 8 287 | 8 288 | 8 289 | 8 290 | 8 291 | 8 292 | 8 293 | 8 294 | 8 295 | 8 296 | 8 297 | 8 298 | 8 299 | 8 300 | 8 301 | 8 302 | 8 303 | 8 304 | 8 305 | 8 306 | 8 307 | 8 308 | 8 309 | 8 310 | 8 311 | 8 312 | 8 313 | 8 314 | 8 315 | 8 316 | 8 317 | 8 318 | 8 319 | 8 320 | 8 321 | 8 322 | 8 323 | 8 324 | 8 325 | 8 326 | 8 327 | 8 328 | 8 329 | 8 330 | 8 331 | 8 332 | 8 333 | 8 334 | 8 335 | 8 336 | 8 337 | 8 338 | 8 339 | 8 340 | 8 341 | 8 342 | 8 343 | 8 344 | 8 345 | 8 346 | 8 347 | 8 348 | 8 349 | 8 350 | 8 351 | 8 352 | 8 353 | 8 354 | 8 355 | 8 356 | 8 357 | 8 358 | 8 359 | 8 360 | 8 361 | 8 362 | 8 363 | 8 364 | 8 365 | 8 366 | 8 367 | 8 368 | 8 369 | 8 370 | 8 371 | 8 372 | 8 373 | 8 374 | 8 375 | 8 376 | 8 377 | 8 378 | 8 379 | 8 380 | 8 381 | 8 382 | 8 383 | 8 384 | 8 385 | 8 386 | 8 387 | 8 388 | 8 389 | 8 390 | 8 391 | 8 392 | 8 393 | 8 394 | 8 395 | 8 396 | 8 397 | 8 398 | 8 399 | 8 400 | 8 401 | 8 402 | 8 403 | 8 404 | 8 405 | 8 406 | 8 407 | 8 408 | 8 409 | 8 410 | 8 411 | 8 412 | 8 413 | 8 414 | 8 415 | 8 416 | 8 417 | 8 418 | 8 419 | 8 420 | 8 421 | 8 422 | 8 423 | 8 424 | 8 425 | 8 426 | 8 427 | 8 428 | 8 429 | 8 430 | 8 431 | 8 432 | 8 433 | 8 434 | 8 435 | 8 436 | 8 437 | 8 438 | 8 439 | 8 440 | 8 441 | 8 442 | 8 443 | 8 444 | 8 445 | 8 446 | 8 447 | 8 448 | 8 449 | 8 450 | 8 451 | 8 452 | 8 453 | 8 454 | 8 455 | 8 456 | 8 457 | 8 458 | 8 459 | 8 460 | 8 461 | 8 462 | 8 463 | 8 464 | 8 465 | 8 466 | 8 467 | 8 468 | 8 469 | 8 470 | 8 471 | 8 472 | 8 473 | 8 474 | 8 475 | 8 476 | 8 477 | 8 478 | 8 479 | 8 480 | 8 481 | 8 482 | 8 483 | 8 484 | 8 485 | 8 486 | 8 487 | 8 488 | 8 489 | 8 490 | 8 491 | 8 492 | 8 493 | 8 494 | 8 495 | 8 496 | 8 497 | 8 498 | 8 499 | 8 500 | 8 501 | 8 502 | 8 503 | 8 504 | 8 505 | 8 506 | 8 507 | 8 508 | 8 509 | 8 510 | 8 511 | 8 512 | 8 513 | 8 514 | 8 515 | 8 516 | 8 517 | 8 518 | 8 519 | 8 520 | 8 521 | 8 522 | 8 523 | 8 524 | 8 525 | 8 526 | 8 527 | 8 528 | 8 529 | 8 530 | 8 531 | 8 532 | 8 533 | 8 534 | 8 535 | 8 536 | 8 537 | 8 538 | 8 539 | 8 540 | 8 541 | 8 542 | 8 543 | 8 544 | 8 545 | 8 546 | 8 547 | 8 548 | 8 549 | 8 550 | 8 551 | 8 552 | 8 553 | 8 554 | 8 555 | 8 556 | 8 557 | 8 558 | 8 559 | 8 560 | 8 561 | 8 562 | 8 563 | 8 564 | 8 565 | 8 566 | 8 567 | 8 568 | 8 569 | 8 570 | 8 571 | 8 572 | 8 573 | 8 574 | 8 575 | 8 576 | 8 577 | 8 578 | 8 579 | 8 580 | 8 581 | 8 582 | 8 583 | 8 584 | 8 585 | 8 586 | 8 587 | 8 588 | 8 589 | 8 590 | 8 591 | 8 592 | 8 593 | 8 594 | 8 595 | 8 596 | 8 597 | 8 598 | 8 599 | 8 600 | 8 601 | 8 602 | 8 603 | 8 604 | 8 605 | 8 606 | 8 607 | 8 608 | 8 609 | 8 610 | 8 611 | 8 612 | 8 613 | 8 614 | 8 615 | 8 616 | 8 617 | 8 618 | 8 619 | 8 620 | 8 621 | 8 622 | 8 623 | 8 624 | 8 625 | 8 626 | 8 627 | 8 628 | 8 629 | 8 630 | 8 631 | 8 632 | 8 633 | 8 634 | 8 635 | 8 636 | 8 637 | 8 638 | 8 639 | 8 640 | 8 641 | 8 642 | 8 643 | 8 644 | 8 645 | 8 646 | 8 647 | 8 648 | 8 649 | 8 650 | 8 651 | 8 652 | 8 653 | 8 654 | 8 655 | 8 656 | 8 657 | 8 658 | 8 659 | 8 660 | 8 661 | 8 662 | 8 663 | 8 664 | 8 665 | 8 666 | 8 667 | 8 668 | 8 669 | 8 670 | 8 671 | 8 672 | 8 673 | 8 674 | 8 675 | 8 676 | 8 677 | 8 678 | 8 679 | 8 680 | 8 681 | 8 682 | 8 683 | 8 684 | 8 685 | 8 686 | 8 687 | 8 688 | 8 689 | 8 690 | 8 691 | 8 692 | 8 693 | 8 694 | 8 695 | 8 696 | 8 697 | 8 698 | 8 699 | 8 700 | 8 701 | 8 702 | 8 703 | 8 704 | 8 705 | 8 706 | 8 707 | 8 708 | 8 709 | 8 710 | 8 711 | 8 712 | 8 713 | 8 714 | 8 715 | 8 716 | 8 717 | 8 718 | 8 719 | 8 720 | 8 721 | 8 722 | 8 723 | 8 724 | 8 725 | 8 726 | 8 727 | 8 728 | 8 729 | 8 730 | 8 731 | 8 732 | 8 733 | 8 734 | 8 735 | 8 736 | 8 737 | 8 738 | 8 739 | 8 740 | 8 741 | 8 742 | 8 743 | 8 744 | 8 745 | 8 746 | 8 747 | 8 748 | 8 749 | 8 750 | 8 751 | 8 752 | 8 753 | 8 754 | 8 755 | 8 756 | 8 757 | 8 758 | 8 759 | 8 760 | 8 761 | 8 762 | 8 763 | 8 764 | 8 765 | 8 766 | 8 767 | 8 768 | 8 769 | 8 770 | 8 771 | 8 772 | 8 773 | 8 774 | 8 775 | 8 776 | 8 777 | 8 778 | 8 779 | 8 780 | 8 781 | 8 782 | 8 783 | 8 784 | 8 785 | 8 786 | 8 787 | 8 788 | 8 789 | 8 790 | 8 791 | 8 792 | 8 793 | 8 794 | 8 795 | 8 796 | 8 797 | 8 798 | 8 799 | 8 800 | 8 801 | 8 802 | 8 803 | 8 804 | 8 805 | 8 806 | 8 807 | 8 808 | 8 809 | 8 810 | 8 811 | 8 812 | 8 813 | 8 814 | 8 815 | 8 816 | 8 817 | 8 818 | 8 819 | 8 820 | 8 821 | 8 822 | 8 823 | 8 824 | 8 825 | 8 826 | 8 827 | 8 828 | 8 829 | 8 830 | 8 831 | 8 832 | 8 833 | 8 834 | 8 835 | 8 836 | 8 837 | 8 838 | 8 839 | 8 840 | 8 841 | 8 842 | 8 843 | 8 844 | 8 845 | 8 846 | 8 847 | 8 848 | 8 849 | 8 850 | 8 851 | 8 852 | 8 853 | 8 854 | 8 855 | 8 856 | 8 857 | 8 858 | 8 859 | 8 860 | 8 861 | 8 862 | 8 863 | 8 864 | 8 865 | 8 866 | 8 867 | 8 868 | 8 869 | 8 870 | 8 871 | 8 872 | 8 873 | 8 874 | 8 875 | 8 876 | 8 877 | 8 878 | 8 879 | 8 880 | 8 881 | 8 882 | 8 883 | 8 884 | 8 885 | 8 886 | 8 887 | 8 888 | 8 889 | 8 890 | 8 891 | 8 892 | 8 893 | 8 894 | 8 895 | 8 896 | 8 897 | 8 898 | 8 899 | 8 900 | 8 901 | 8 902 | 8 903 | 8 904 | 8 905 | 8 906 | 8 907 | 8 908 | 8 909 | 8 910 | 8 911 | 8 912 | 8 913 | 8 914 | 8 915 | 8 916 | 8 917 | 8 918 | 8 919 | 8 920 | 8 921 | 8 922 | 8 923 | 8 924 | 8 925 | 8 926 | 8 927 | 8 928 | 8 929 | 8 930 | 8 931 | 8 932 | 8 933 | 8 934 | 8 935 | 8 936 | 8 937 | 8 938 | 8 939 | 8 940 | 8 941 | 8 942 | 8 943 | 8 944 | 8 945 | 8 946 | 8 947 | 8 948 | 8 949 | 8 950 | 8 951 | 8 952 | 8 953 | 8 954 | 8 955 | 8 956 | 8 957 | 8 958 | 8 959 | 8 960 | 8 961 | 8 962 | 8 963 | 8 964 | 8 965 | 8 966 | 8 967 | 8 968 | 8 969 | 8 970 | 8 971 | 8 972 | 8 973 | 8 974 | 8 975 | 8 976 | 8 977 | 8 978 | 8 979 | 8 980 | 8 981 | 8 982 | 8 983 | 8 984 | 8 985 | 8 986 | 8 987 | 8 988 | 8 989 | 8 990 | 8 991 | 8 992 | 8 993 | 8 994 | 8 995 | 8 996 | 8 997 | 8 998 | 8 999 | 8 1000 | 8 1001 | 8 1002 | 8 1003 | 8 1004 | 8 1005 | 8 1006 | 8 1007 | 8 1008 | 8 1009 | 8 1010 | 8 1011 | 8 1012 | 8 1013 | 8 1014 | 8 1015 | 8 1016 | 8 1017 | 8 1018 | 8 1019 | 8 1020 | 8 1021 | 8 1022 | 8 1023 | 8 1024 | 8 1025 | 8 1026 | 8 1027 | 8 1028 | 8 1029 | 8 1030 | 8 1031 | 8 1032 | 8 1033 | 8 1034 | 8 1035 | 8 1036 | 8 1037 | 8 1038 | 8 1039 | 8 1040 | 8 1041 | 8 1042 | 8 1043 | 8 1044 | 8 1045 | 8 1046 | 8 1047 | 8 1048 | 8 1049 | 8 1050 | 8 1051 | 8 1052 | 8 1053 | 8 1054 | 8 1055 | 8 1056 | 8 1057 | 8 1058 | 8 1059 | 8 1060 | 8 1061 | 8 1062 | 8 1063 | 8 1064 | 8 1065 | 8 1066 | 8 1067 | 8 1068 | 8 1069 | 8 1070 | 8 1071 | 8 1072 | 8 1073 | 8 1074 | 8 1075 | 8 1076 | 8 1077 | 8 1078 | 8 1079 | 8 1080 | 8 1081 | 8 1082 | 8 1083 | 8 1084 | 8 1085 | 8 1086 | 8 1087 | 8 1088 | 8 1089 | 8 1090 | 8 1091 | 8 1092 | 8 1093 | 8 1094 | 8 1095 | 8 1096 | 8 1097 | 8 1098 | 8 1099 | 8 1100 | 8 1101 | 8 1102 | 8 1103 | 8 1104 | 8 1105 | 8 1106 | 8 1107 | 8 1108 | 8 1109 | 8 1110 | 8 1111 | 8 1112 | 8 1113 | 8 1114 | 8 1115 | 8 1116 | 8 1117 | 8 1118 | 8 1119 | 8 1120 | 8 1121 | 8 1122 | 8 1123 | 8 1124 | 8 1125 | 8 1126 | 8 1127 | 8 1128 | 8 1129 | 8 1130 | 8 1131 | 8 1132 | 8 1133 | 8 1134 | 8 1135 | 8 1136 | 8 1137 | 8 1138 | 8 1139 | 8 1140 | 8 1141 | 8 1142 | 8 1143 | 8 1144 | 8 1145 | 8 1146 | 8 1147 | 8 1148 | 8 1149 | 8 1150 | 8 1151 | 8 1152 | 8 1153 | 8 1154 | 8 1155 | 8 1156 | 8 1157 | 8 1158 | 8 1159 | 8 1160 | 8 1161 | 8 1162 | 8 1163 | 8 1164 | 8 1165 | 8 1166 | 8 1167 | 8 1168 | 8 1169 | 8 1170 | 8 1171 | 8 1172 | 8 1173 | 8 1174 | 8 1175 | 8 1176 | 8 1177 | 8 1178 | 8 1179 | 8 1180 | 8 1181 | 8 1182 | 8 1183 | 8 1184 | 8 1185 | 8 1186 | 8 1187 | 8 1188 | 8 1189 | 8 1190 | 8 1191 | 8 1192 | 8 1193 | 8 1194 | 8 1195 | 8 1196 | 8 1197 | 8 1198 | 8 1199 | 8 1200 | 8 1201 | 8 1202 | 8 1203 | 8 1204 | 8 1205 | 8 1206 | 8 1207 | 8 1208 | 8 1209 | 8 1210 | 8 1211 | 8 1212 | 8 1213 | 8 1214 | 8 1215 | 8 1216 | 8 1217 | 8 1218 | 8 1219 | 8 1220 | 8 1221 | 8 1222 | 8 1223 |
|-------|----------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|-------|----------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|

**CHESTER AND CREWE BRANCH**—21 Miles in length.

| From.<br>Crew. | STATIONS.        | Mail<br>a.m. | 1 & 2<br>class.<br>a.m. | 3rd<br>Class<br>only.<br>a.m. | 1st<br>Class.<br>a.m. | 1 & 2<br>mixed<br>a.m. | 1st<br>Mixed.<br>a.m. | Ex-<br>prs.<br>a.m. | 1 & 2<br>cls.<br>p.m. | Mail.<br>mixed.<br>p.m. | From.<br>Birm'g. | STATIONS.        | Mail.<br>mixed.<br>a.m. | 1 & 2<br>class.<br>a.m. | Mail.<br>mixed.<br>a.m. | Mail.<br>p.m. | 3rd<br>class,<br>only.<br>p.m. | 1st<br>cls.<br>p.m. | 1 & 2<br>cls.<br>p.m. | Ex-<br>prs.<br>p.m. |       |
|----------------|------------------|--------------|-------------------------|-------------------------------|-----------------------|------------------------|-----------------------|---------------------|-----------------------|-------------------------|------------------|------------------|-------------------------|-------------------------|-------------------------|---------------|--------------------------------|---------------------|-----------------------|---------------------|-------|
| Mls            | Birkenhead ..... | 6 0          |                         |                               | 8 15                  | 9 45                   | 10 45                 | 11 15               | 15 8                  | 45                      | Mls              | Birm'g-ham ..    | 1 25                    | 6 0                     |                         | 11 15         | 1 45                           | 3 30                | 4 15                  | 6 0                 | 8 10  |
| 1              | CHESTER .....    | 6 28         | 7 0                     | 8 30                          | 9 45                  | 10 30                  | 11 40                 | 15 10               | 20 9                  | 22                      |                  | Manchester ..    |                         | 7 0                     | 10 0                    | 11 30         |                                | 5 15                | 6 0                   |                     |       |
| 3              | Warrington ..... |              |                         | 8 45                          |                       | 10 30                  |                       | 15 32               |                       |                         | 54               | CREWE .....      | 3 25                    | 8 40                    | 11 30                   | 1 20          | 3 41                           | 7 50                | 8 25                  | 9 47                |       |
| 10             | Tattenhall ..... |              | 7 15                    | 9 24                          | 10 20                 | 10 43                  | 11 55                 | 15 43               |                       |                         | 58               | Nantwich .....   |                         | 8 51                    | 11 41                   | 1 41          |                                | 8 27                | 11 38                 |                     |       |
| 7              | Beeston .....    | 6 52         | 7 20                    | 9 34                          | 10 21                 | 11 12                  | 12 55                 | 15 55               | 9 46                  | 62                      |                  | Capeley .....    |                         | 9 4                     | 11 54                   | 1 44          |                                | 8 7                 | 7 24                  | 9 0                 |       |
| 21             | Capeley .....    |              | 7 45                    | 9 56                          | 10 21                 | 11 6                   | 12 12                 | 15 6                |                       |                         | 62               | Broughton .....  | 3 55                    | 9 4                     | 12 3                    | 1 55          | 4 4                            | 8 4                 | 7 33                  | 9 7                 |       |
| 13             | Nantwich .....   |              |                         | 10 15                         | 10 33                 | 11 23                  | 12 22                 | 16 14               |                       |                         | 68               | Tattenhall ..... |                         | 9 25                    | 12 16                   | 2 1           |                                | 8 5                 | 7 29                  | 9 20                |       |
| 75             | CREWE .....      | 7 20         | 8 0                     | 10 15                         | 10 43                 | 11 35                  | 12 38                 | 15 50               | 16 2                  | 72                      |                  | Warrington ..    |                         | 9 26                    |                         |               |                                | 9 0                 |                       |                     |       |
|                | Manchester ..... |              | 10 0                    |                               |                       | 1 10                   | 2 35                  | 8 0                 |                       | 75                      | CHESTER .....    | 4 21             | 9 45                    | 12 35                   | 2 25                    | 4 38          | 9 10                           | 8 5                 | 9 40                  | 10 35               |       |
|                | Birm'g-ham ..... | 9 15         | 11 0                    | 1 50                          | 1 15                  |                        | 3 20                  | 7 35                | 10 0                  | 12 36                   | 91               | Birkenhead ..    | 4 40                    | 11 15                   | 2 15                    | 3 45          | 5 40                           | 9 15                |                       |                     | 10 35 |

Mail trains only run on Sundays. Fares. Chester to Crewe 4s. by express.—3s. 6d.—3s.—1s. 9d.—Manchester to Chester, 8s. 6d.—6s.—4s. 4d.

\* For Coach in connexion with this Station, see page 66

**London & North Western.—(MANCHESTER & BIRMINGHAM Section.)** Goods Supt. Samuel Salt.

|                                 | Week Days. |                                               |                                                                             |        |                         |                               |                      |                        |        |                                                                              |                                             |         | Sundays. |        |                         |                                                                         |                         |                         | Fares. |                |              |              |
|---------------------------------|------------|-----------------------------------------------|-----------------------------------------------------------------------------|--------|-------------------------|-------------------------------|----------------------|------------------------|--------|------------------------------------------------------------------------------|---------------------------------------------|---------|----------|--------|-------------------------|-------------------------------------------------------------------------|-------------------------|-------------------------|--------|----------------|--------------|--------------|
| Manchester<br>to<br>Birmingham. | 1<br>†     | 2<br>1, 2, 3.<br>to<br>Sand-<br>bach.<br>ham. | 3<br>3rd cl.<br>to<br>Bir-<br>ming-<br>ham.<br>1, 2,<br>to<br>Che-<br>ster. | 4<br>† | 5<br>1, 2, 3.<br>class. | 6<br>Mail.<br>1, 2,<br>class. | 7<br>1, 2,<br>class. | 8<br>1, 2, 3<br>class. | 9<br>† | 10<br>1, 2,<br>to<br>Bir-<br>ming-<br>ham.<br>1, 2, 3<br>to<br>Ches-<br>ter. | 11<br>Ex-<br>press<br>1st<br>class<br>only. | 12<br>† | 1<br>†   | 2<br>† | 3<br>1, 2, 3,<br>class. | 4<br>1, 2, 3,<br>to<br>Birm-<br>ing-<br>ham.<br>1, 2, 3,<br>to<br>Crewe | 5<br>1, 2, 3,<br>class. | 6<br>1, 2, 3,<br>class. | 7<br>† | By<br>Express. | 1st<br>Class | 2nd<br>Class |
| Trns leave Londn-rd.            | a.m.       | a.m.                                          | a.m.                                                                        | a.m.   | a.m.                    | a.m.                          | p.m.                 | p.m.                   | p.m.   | p.m.                                                                         | p.m.                                        | p.m.    | a.m.     | a.m.   | a.m.                    | a.m.                                                                    | p.m.                    | p.m.                    | p.m.   | s. d.          | s. d.        | s. d.        |
| Manchester dept.                | 6 15       | 6 30                                          | 7 0                                                                         | 9 40   | 10 0                    | 11 30                         | 1 30                 | 1 45                   | 4 55   | 5 15                                                                         | 6 30                                        | 8 45    | 6 15     | 9 30   | 10 0                    | 11 30                                                                   | 2 15                    | 6 15                    | 8 45   | ..             | 0 4          | 0 3          |
| Longsight .....                 | ..         | 6 35                                          | 7 5                                                                         | ..     | 10 5                    | ..                            | ..                   | 1 50                   | ..     | 5 22                                                                         | 6 35                                        | ..      | ..       | ..     | 10 5                    | ..                                                                      | 2 20                    | 6 20                    | ..     | ..             | 0 8          | 0 6          |
| Levenshulme .....               | ..         | 6 38                                          | 7 8                                                                         | ..     | 10 8                    | ..                            | ..                   | 1 53                   | ..     | 5 27                                                                         | 6 38                                        | ..      | ..       | ..     | 10 8                    | ..                                                                      | 2 25                    | 6 23                    | ..     | ..             | 0 8          | 0 6          |
| Stockport .....                 | 6 27       | 6 45                                          | 7 15                                                                        | 9 53   | 10 15                   | 11 42                         | 1 45                 | 2 0                    | ..     | 5 34                                                                         | 6 45                                        | 9 0     | 6 27     | 9 44   | 10 15                   | 11 42                                                                   | 2 30                    | 6 30                    | 9 0    | 1 3            | 1 0          | 0 8          |
| Cheadle .....                   | ..         | 6 55                                          | 7 25                                                                        | ..     | 10 25                   | ..                            | ..                   | 2 10                   | ..     | 5 44                                                                         | 6 55                                        | ..      | ..       | ..     | 10 25                   | ..                                                                      | 2 40                    | 6 40                    | ..     | ..             | 1 6          | 1 0          |
| Handforth .....                 | ..         | 7 0                                           | 7 30                                                                        | ..     | 10 30                   | ..                            | ..                   | 2 15                   | ..     | 5 50                                                                         | 7 0                                         | ..      | ..       | ..     | 10 30                   | ..                                                                      | 2 45                    | 6 45                    | ..     | ..             | 2 0          | 1 6          |
| Wilmslow .....                  | ..         | 7 5                                           | 7 35                                                                        | ..     | 10 35                   | ..                            | ..                   | 2 20                   | ..     | 5 56                                                                         | 7 5                                         | ..      | ..       | ..     | 10 35                   | ..                                                                      | 2 50                    | 6 50                    | ..     | ..             | 2 0          | 1 6          |
| Alderley.. [Nthwch]             | ..         | 7 10                                          | 7 40                                                                        | ..     | 10 40                   | 11 58                         | ..                   | 2 25                   | ..     | 6 4                                                                          | 7 10                                        | ..      | ..       | 10 7   | 10 40                   | 11 58                                                                   | 2 55                    | 6 55                    | ..     | ..             | 2 6          | 1 6          |
| Chelford (Kntsd&)               | 6 49       | 7 20                                          | 7 50                                                                        | 10 17  | 10 50                   | 12 8                          | 2 7                  | 2 35                   | 5 26   | 6 16                                                                         | 7 20                                        | 9 24    | 6 49     | 10 18  | 10 50                   | 12 8                                                                    | 3 5                     | 7 5                     | 9 24   | 4 0            | 3 0          | 2 0          |
| H.Chapel (Congn)                | 7 1        | 7 35                                          | 8 5                                                                         | 10 27  | 11 5                    | 12 19                         | 2 20                 | ..                     | ..     | 6 31                                                                         | 7 35                                        | 9 37    | 7 1      | 10 27  | 11 5                    | 12 19                                                                   | ..                      | ..                      | 9 37   | 4 6            | 4 0          | 2 6          |
| Sandbach .....                  | 7 10       | 7 45                                          | 8 15                                                                        | 10 35  | 11 15                   | 12 28                         | 2 31                 | ..                     | ..     | 6 45                                                                         | 7 45                                        | 9 48    | 7 10     | 10 35  | 11 15                   | 12 28                                                                   | ..                      | ..                      | 9 48   | 5 6            | 5 0          | 3 6          |
| Crewe .. arrival                | 7 20       | 8 0                                           | 8 30                                                                        | 10 48  | 11 30                   | 12 40                         | 2 45                 | ..                     | 5 47   | 7 0                                                                          | 3 0                                         | ..      | 7 20     | 10 48  | 11 30                   | 12 40                                                                   | ..                      | ..                      | 10 0   | 6 6            | 6 0          | 4 0          |
| Chester .. arrival              | ..         | ..                                            | 9 4                                                                         | ..     | 12 36                   | 2 26                          | ..                   | ..                     | ..     | 8 5                                                                          | ..                                          | ..      | ..       | ..     | ..                      | ..                                                                      | ..                      | ..                      | ..     | ..             | 8 6          | 6 0          |
| Basford .....                   | ..         | 8 26                                          | 10 20                                                                       | ..     | ..                      | ..                            | 2 57                 | ..                     | ..     | 7 19                                                                         | ..                                          | ..      | ..       | ..     | ..                      | ..                                                                      | ..                      | ..                      | ..     | ..             | 6 3          | 4 6          |
| Madeley .....                   | ..         | 8 44                                          | 11 18                                                                       | ..     | ..                      | ..                            | ..                   | ..                     | ..     | 7 37                                                                         | ..                                          | ..      | ..       | ..     | ..                      | ..                                                                      | ..                      | ..                      | ..     | ..             | 7 0          | 5 0          |
| Whitmore .....                  | 7 47       | 8 51                                          | 11 37                                                                       | 11 30  | ..                      | 1 27                          | 3 24                 | ..                     | ..     | 7 45                                                                         | ..                                          | 10 42   | 7 47     | 11 30  | ..                      | 1 27                                                                    | ..                      | ..                      | 10 42  | 3 6            | 7 3          | 5 6          |
| Norton Bridge .....             | ..         | 9 10                                          | 11 55                                                                       | ..     | ..                      | ..                            | 3 44                 | ..                     | ..     | 8 4                                                                          | ..                                          | ..      | ..       | ..     | ..                      | ..                                                                      | ..                      | ..                      | ..     | ..             | 9 0          | 6 6          |
| Stafford .....                  | 8 10       | 9 23                                          | 12 10                                                                       | 12 0   | ..                      | 1 57                          | 4 0                  | ..                     | 6 35   | 8 18                                                                         | ..                                          | 11 12   | 8 10     | 12 0   | ..                      | 1 57                                                                    | ..                      | ..                      | 11 12  | 12 0           | 10 0         | 7 0          |
| Penkridge .....                 | ..         | 9 38                                          | 12 25                                                                       | ..     | ..                      | ..                            | 4 12                 | ..                     | ..     | 8 33                                                                         | ..                                          | ..      | ..       | ..     | ..                      | ..                                                                      | ..                      | ..                      | ..     | ..             | 10 6         | 7 6          |
| Spread Eagle .....              | ..         | 9 46                                          | 12 32                                                                       | ..     | ..                      | ..                            | ..                   | ..                     | ..     | 8 41                                                                         | ..                                          | ..      | ..       | ..     | ..                      | ..                                                                      | ..                      | ..                      | ..     | ..             | 11 0         | 8 0          |
| Four Ashes .....                | ..         | 9 50                                          | 12 38                                                                       | ..     | ..                      | ..                            | ..                   | ..                     | ..     | 8 47                                                                         | ..                                          | ..      | ..       | ..     | ..                      | ..                                                                      | ..                      | ..                      | ..     | ..             | 11 6         | 8 6          |
| Wolverhampton                   | 8 36       | 10 4                                          | 12 55                                                                       | 12 35  | ..                      | 2 34                          | 4 37                 | ..                     | 7 29   | 2 2                                                                          | ..                                          | 11 48   | 8 36     | 12 35  | ..                      | 2 36                                                                    | ..                      | ..                      | 11 51  | 14 6           | 12 0         | 9 0          |
| Willenhall .....                | ..         | 10 16                                         | 1 3                                                                         | ..     | ..                      | ..                            | 4 46                 | ..                     | ..     | 9 14                                                                         | ..                                          | ..      | ..       | ..     | ..                      | ..                                                                      | ..                      | ..                      | ..     | ..             | 12 6         | 9 6          |
| Walsall .....                   | 8 46       | 10 18                                         | 1 7                                                                         | ..     | ..                      | 2 49                          | 4 52                 | ..                     | ..     | 9 17                                                                         | ..                                          | 11 55   | 8 46     | ..     | ..                      | ..                                                                      | ..                      | ..                      | ..     | 15 6           | 13 6         | 10 0         |
| Newton Road .....               | ..         | 10 27                                         | 1 16                                                                        | ..     | ..                      | ..                            | ..                   | ..                     | ..     | 9 26                                                                         | ..                                          | ..      | ..       | ..     | ..                      | ..                                                                      | ..                      | ..                      | ..     | ..             | 14 0         | 10 6         |
| Perry Bar .....                 | ..         | 10 38                                         | 1 29                                                                        | ..     | ..                      | ..                            | ..                   | ..                     | ..     | 9 37                                                                         | ..                                          | ..      | ..       | ..     | ..                      | ..                                                                      | ..                      | ..                      | ..     | ..             | 14 6         | 11 0         |
| Birmingham arr                  | 9 15       | 11 0                                          | 1 50                                                                        | 1 15   | ..                      | 3 20                          | 5 30                 | ..                     | 7 35   | 10 0                                                                         | ..                                          | 12 36   | 9 15     | 1 15   | ..                      | 3 20                                                                    | ..                      | ..                      | 12 36  | 17 6           | 15 0         | 11 0         |
| Departure .....                 | 9 30       | 12 0                                          | 4 0                                                                         | 1 30   | ..                      | 4 0                           | 5 45                 | ..                     | 7 50   | ..                                                                           | ..                                          | 12 55   | 9 30     | 1 30   | ..                      | ..                                                                      | ..                      | ..                      | 12 55  | ..             | ..           | ..           |
| LONDON. arrival                 | 1 0        | 5 0                                           | 8 45                                                                        | 6 0    | ..                      | 8 45                          | 10 15                | ..                     | 11 0   | ..                                                                           | ..                                          | 5 18    | 1 30     | 6 45   | ..                      | ..                                                                      | ..                      | ..                      | 5 18   | 42 6           | 35 0         | 25 0         |

Fares by third class may be calculated about one penny per mile.

§ This train leaves Manchester at 2 5 p.m. on Saturdays.

† ¶ For references see preceding page.

Private Carriages unaccompanied can only be conveyed by the 7 a.m. train. By No. 6 train passengers for Chester change carriages at Crewe.



Secretary, J. Latham. London & North Western. (MANCHESTER & BIRMINGHAM Section.) Engineer, Wm. Baker.

Week Days.

Sundays.

| Miles. | Birmingham to Manchester. | 1          | 2             | 3                                                | 4              | 5              | 6             | 7              | 8                                            | 9              | 10           | 11                                          | 12                                      | 13              | 1           | 2              | 3                                  | 4                                  | 5             | 6             |
|--------|---------------------------|------------|---------------|--------------------------------------------------|----------------|----------------|---------------|----------------|----------------------------------------------|----------------|--------------|---------------------------------------------|-----------------------------------------|-----------------|-------------|----------------|------------------------------------|------------------------------------|---------------|---------------|
|        |                           | 1, 2 class | 1, 2, 3 class | land from Birm. and Chtr. 1, 2, 3 from Sandbach. | 1, 2, 3 Class. | 1 and 2 Class. | 1, 2, 3 class | 1 and 2 Class. | Exp. 1 cls. from Birm. 1 & 2 from Crew Mail. | 1, 2, 3 class  | Third Class. | land from Birmingham. 1, 2, 3 from Chester. | land from Birmingham. 1, 2, 3 from Crew | 1st Class only. | 1 & 2 class | 1, 2, 3 Class. | 1 & 2 from Birm. 1, 2, 3 from Crew | 1 & 2 from Birm. 1, 2, 3 from Crew | 1, 2, 3 class | 1, 2, 3 class |
|        |                           | Mail       |               |                                                  |                | Mail.          |               |                |                                              |                |              |                                             |                                         | Express.        | Mail.       |                |                                    |                                    |               |               |
|        | LONDON (depart.).         | 3 1/2 p.m. | ..            | ..                                               | ..             | 6 15 a.m.      | ..            | 8 30 p.m.      | 10 p.m.                                      | ..             | 7 0 a.m.     | 11 0 a.m.                                   | 12 30 p.m.                              | 5 0 p.m.        | 8 45 p.m.   | ..             | ..                                 | 10 0 a.m.                          | ..            | ..            |
|        | BIRMINGHAM                | 1 25 a.m.  | ..            | 6 0 a.m.                                         | ..             | 11 15 a.m.     | ..            | 1 0 1 45 p.m.  | ..                                           | ..             | 3 30 a.m.    | 4 15 a.m.                                   | 6 0 p.m.                                | 8 10 p.m.       | 1 25 p.m.   | 7 30 a.m.      | 11 15 a.m.                         | 1 45 a.m.                          | ..            | ..            |
| 8 1/2  | Perry Bar.....            | ..         | ..            | 6 9 a.m.                                         | ..             | ..             | ..            | ..             | ..                                           | ..             | 3 41 a.m.    | ..                                          | 6 8 p.m.                                | ..              | ..          | ..             | ..                                 | ..                                 | ..            | ..            |
| 6 1/2  | Newton Road.....          | ..         | ..            | 6 18 a.m.                                        | ..             | ..             | ..            | ..             | ..                                           | ..             | 3 53 a.m.    | ..                                          | 6 17 p.m.                               | ..              | ..          | ..             | ..                                 | ..                                 | ..            | ..            |
| 9 1/2  | Walsall.....              | 1 50       | ..            | 6 28 a.m.                                        | ..             | 11 37 a.m.     | ..            | 1 22 p.m.      | ..                                           | ..             | 4 4 a.m.     | 4 38 a.m.                                   | 6 26 p.m.                               | ..              | ..          | 7 49 a.m.      | 11 37 a.m.                         | ..                                 | ..            | ..            |
| 12     | Willenhall.....           | ..         | ..            | 6 36 a.m.                                        | ..             | ..             | ..            | 1 32 p.m.      | ..                                           | ..             | 4 14 a.m.    | ..                                          | 6 34 p.m.                               | ..              | ..          | ..             | ..                                 | ..                                 | ..            | ..            |
| 14 1/2 | Wolverhampton.....        | 2 0        | ..            | 6 45 a.m.                                        | ..             | 11 52 a.m.     | ..            | 1 40 2 13 p.m. | ..                                           | ..             | 4 24 a.m.    | 4 50 a.m.                                   | 6 42 p.m.                               | 8 34 2 0        | 8 5 a.m.    | 11 52 a.m.     | 2 13 a.m.                          | ..                                 | ..            | ..            |
| 20     | Four Ashes.....           | ..         | ..            | 6 59 a.m.                                        | ..             | ..             | ..            | ..             | ..                                           | ..             | 4 43 a.m.    | ..                                          | 6 55 p.m.                               | ..              | ..          | ..             | ..                                 | ..                                 | ..            | ..            |
| 21 1/2 | Spread Eagle.....         | ..         | ..            | 7 6 a.m.                                         | ..             | ..             | ..            | ..             | ..                                           | ..             | 4 51 a.m.    | ..                                          | 7 2 p.m.                                | ..              | ..          | ..             | ..                                 | ..                                 | ..            | ..            |
| 24     | Penkridge.....            | ..         | ..            | 7 14 a.m.                                        | ..             | 12 7 a.m.      | ..            | ..             | ..                                           | ..             | 5 0 a.m.     | 5 10 a.m.                                   | 7 10 p.m.                               | ..              | ..          | ..             | ..                                 | ..                                 | ..            | ..            |
| 29 1/2 | Stafford.....             | 2 28       | ..            | 7 25 a.m.                                        | ..             | 12 20 a.m.     | ..            | 2 10 2 41 p.m. | ..                                           | ..             | 5 17 a.m.    | 5 24 a.m.                                   | 7 22 p.m.                               | 9 3 2 28        | 8 30 a.m.   | 12 17 a.m.     | 2 41 a.m.                          | ..                                 | ..            | ..            |
| 35     | Norton Bridge.....        | ..         | ..            | 7 41 a.m.                                        | ..             | ..             | ..            | 2 25 p.m.      | ..                                           | ..             | 5 55 a.m.    | ..                                          | 7 38 p.m.                               | ..              | ..          | ..             | ..                                 | ..                                 | ..            | ..            |
| 43 1/2 | Whitmore.....             | 3 0        | ..            | 8 2 a.m.                                         | ..             | 12 55 a.m.     | ..            | 2 49 3 14 p.m. | ..                                           | ..             | 6 32 a.m.    | 6 0 a.m.                                    | 8 1 p.m.                                | ..              | 3 0 a.m.    | 9 8 a.m.       | 12 55 a.m.                         | 3 14 a.m.                          | ..            | ..            |
| 46     | Madeley.....              | ..         | ..            | 8 10 a.m.                                        | ..             | ..             | ..            | ..             | ..                                           | ..             | 6 45 a.m.    | ..                                          | 8 10 p.m.                               | ..              | ..          | ..             | ..                                 | ..                                 | ..            | ..            |
| 51 1/2 | Basford.....              | ..         | ..            | 8 22 a.m.                                        | ..             | ..             | ..            | ..             | ..                                           | ..             | 7 31 a.m.    | ..                                          | 8 22 p.m.                               | ..              | ..          | ..             | ..                                 | ..                                 | ..            | ..            |
|        | Chester, departure        | ..         | ..            | 7 0 a.m.                                         | 10 30 a.m.     | 11 40 a.m.     | ..            | ..             | ..                                           | ..             | ..           | 5 20 a.m.                                   | ..                                      | ..              | ..          | ..             | ..                                 | ..                                 | ..            | ..            |
| 54     | Crewe departure ..        | 3 30       | 7 15          | 8 30 a.m.                                        | 11 40 a.m.     | 1 24 a.m.      | ..            | 3 40 a.m.      | 4 30 a.m.                                    | 8 45 a.m.      | 6 30 a.m.    | 8 45 a.m.                                   | 9 50 a.m.                               | 3 30 a.m.       | 9 35 a.m.   | 1 24 a.m.      | 3 40 a.m.                          | ..                                 | ..            | ..            |
| 58 1/2 | Sandbach.....             | 3 42       | 7 30          | 8 45 a.m.                                        | 11 55 a.m.     | 1 36 a.m.      | ..            | 3 52 a.m.      | 4 45 a.m.                                    | 8 59 a.m.      | 6 44 a.m.    | 8 59 a.m.                                   | ..                                      | 3 42 a.m.       | 9 50 a.m.   | 1 39 a.m.      | 3 54 a.m.                          | ..                                 | ..            | ..            |
| 62 1/2 | H. Chap. (Congleton)      | 3 52       | 7 42          | 8 55 a.m.                                        | 12 5 1 44 a.m. | ..             | ..            | 4 0 a.m.       | 4 55 a.m.                                    | 9 9 a.m.       | 6 54 a.m.    | 9 9 a.m.                                    | ..                                      | 3 52 a.m.       | 10 0 a.m.   | 1 49 a.m.      | 4 4 a.m.                           | ..                                 | ..            | ..            |
| 68     | Cheiford (Knutsfrd)       | 4 4        | 7 58          | 9 10 a.m.                                        | 12 20 a.m.     | 1 56 3 25 a.m. | ..            | 4 10 a.m.      | 5 10 a.m.                                    | 9 24 a.m.      | 7 9 a.m.     | 9 24 a.m.                                   | 10 10 4 4                               | 4 4 a.m.        | 10 15 a.m.  | 2 4 a.m.       | 4 18 4 55 7 30 a.m.                | ..                                 | ..            | ..            |
| 71 1/2 | Alderley [ & Northwh      | ..         | 8 9           | 9 26 a.m.                                        | 12 30 a.m.     | ..             | 3 35 a.m.     | ..             | 5 20 a.m.                                    | 9 34 a.m.      | 7 19 a.m.    | 9 34 a.m.                                   | ..                                      | ..              | 10 25 a.m.  | 2 14 a.m.      | ..                                 | 5 5 7 40 a.m.                      | ..            | ..            |
| 73     | Wilmslow.....             | ..         | 8 18          | 9 25 a.m.                                        | 12 35 a.m.     | ..             | 3 40 a.m.     | ..             | 5 25 a.m.                                    | 9 39 a.m.      | 7 24 a.m.    | 9 39 a.m.                                   | ..                                      | ..              | 10 30 a.m.  | 2 19 a.m.      | ..                                 | 5 10 7 45 a.m.                     | ..            | ..            |
| 74 1/2 | Handforth.....            | ..         | 8 24          | 9 30 a.m.                                        | 12 40 a.m.     | ..             | 3 45 a.m.     | ..             | 5 30 a.m.                                    | 9 44 a.m.      | 7 29 a.m.    | 9 44 a.m.                                   | ..                                      | ..              | 10 35 a.m.  | 2 24 a.m.      | ..                                 | 5 15 7 50 a.m.                     | ..            | ..            |
| 76 1/2 | Cheadle.....              | ..         | 8 30          | 9 35 a.m.                                        | 12 45 a.m.     | ..             | 3 50 a.m.     | ..             | 5 35 a.m.                                    | 9 49 a.m.      | 7 34 a.m.    | 9 49 a.m.                                   | ..                                      | ..              | 10 40 a.m.  | 2 29 a.m.      | ..                                 | 5 20 7 55 a.m.                     | ..            | ..            |
| 77 1/2 | Stockport.....            | 4 30       | 8 40          | 9 45 a.m.                                        | 12 55 a.m.     | 2 25 4 0 a.m.  | 4 35 a.m.     | ..             | 5 45 a.m.                                    | 9 59 a.m.      | 7 44 a.m.    | 9 59 a.m.                                   | ..                                      | 4 30 a.m.       | 10 50 a.m.  | 2 40 a.m.      | 4 47 5 20 7 55 a.m.                | ..                                 | ..            | ..            |
| 81     | Levenshulme.....          | ..         | 8 50          | 9 52 a.m.                                        | 1 2 a.m.       | ..             | 4 10 a.m.     | ..             | 5 52 a.m.                                    | 10 6 a.m.      | 7 51 a.m.    | 10 6 a.m.                                   | ..                                      | ..              | 10 57 a.m.  | 2 47 a.m.      | ..                                 | 5 35 a.m.                          | ..            | ..            |
| 83 1/2 | Longsight.....            | ..         | 8 55          | 9 55 a.m.                                        | 1 5 a.m.       | ..             | 4 15 a.m.     | ..             | 5 55 a.m.                                    | 10 10 a.m.     | 7 55 a.m.    | 10 10 a.m.                                  | ..                                      | ..              | 11 0 a.m.   | 2 50 a.m.      | ..                                 | 5 40 8 15 a.m.                     | ..            | ..            |
| 85     | Manchester arr.           | 4 45       | 9 0           | 10 0 a.m.                                        | 1 10 a.m.      | 2 40 4 20 a.m. | ..            | 4 50 a.m.      | 6 0 10 15 a.m.                               | 8 0 10 15 a.m. | 10 15 a.m.   | 10 15 a.m.                                  | 10 40 4 45 11 5 2 55 5 55 45 8 20 a.m.  | ..              | ..          | ..             | ..                                 | ..                                 | ..            | ..            |

FARES by EXPRESS and 1 1/2 p.m. train, from Birmingham to Sandbach, 12s. 6d.; to Holmes Chapel, 13s.; to Chelford, 14s.; to Stockport, 16s. 6d.

† First Class passengers booked through (without change of carriage) between London and Manchester, and the principal Stations on both lines by these trains. Third class fares may be calculated at about one penny per mile.

† Private Carriages and Horses will not be conveyed by these trains between Manchester and Birmingham, neither can they be booked unless at the station 15 minutes before the time of starting.

Engl., R. S. Norris,  
Warrington.

# London & North Western.—LIVERPOOL & MANCHESTER Section.

Supt. of Goods,  
B. Poole, Liverpool.

| LIVERPOOL & MANCHESTER |                   |                |               |               |               |                 |               |               |               |               |                 |               |               |                 |               |               |               |                 | SUNDAY TRAINS. |  |  |  |  |  |  |  |  |  |
|------------------------|-------------------|----------------|---------------|---------------|---------------|-----------------|---------------|---------------|---------------|---------------|-----------------|---------------|---------------|-----------------|---------------|---------------|---------------|-----------------|----------------|--|--|--|--|--|--|--|--|--|
|                        | 1, 2, 3<br>class. | 1, 2<br>class. | 1st<br>class. | Ex-<br>press. | 1st<br>class. | 1 & 2<br>class. | Ex-<br>press. | 3rd<br>class. | 2nd<br>class. | 1st<br>class. | 1 & 2<br>class. | 2nd<br>class. | 1st<br>class. | 1 & 2<br>class. | 3rd<br>class. | 2nd<br>class. | 1st<br>class. | 2 & 3<br>class. |                |  |  |  |  |  |  |  |  |  |
| LEAVE                  | a.m.              | a.m.           | a.m.          | a.m.          | a.m.          | a.m.            | a.m.          | p.m.          | p.m.          | p.m.          | p.m.            | p.m.          | p.m.          | p.m.            | p.m.          | p.m.          | p.m.          | a.m.            |                |  |  |  |  |  |  |  |  |  |
| Liverpool ....         | 6 30              | 7 15           | 7 30          | 9 0           | 10 25         | 10 30           | 11 45         | 12 30         | 1 30          | 2 0           | 2 30            | 3 50          | 4 15          | 5 00            | 6 30          | 7 0           | 7 45          | a.m.            |                |  |  |  |  |  |  |  |  |  |
| Broad Green .. ar      | 6 40              | 7 35           | ..            | ..            | ..            | 10 48           | ..            | 12 47         | ..            | ..            | 2 45            | ..            | ..            | 5 48            | 6 40          | ..            | ..            | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Roby ..                | 6 41              | 7 39           | ..            | ..            | ..            | 10 54           | ..            | ..            | ..            | ..            | 2 54            | ..            | ..            | 5 54            | 6 44          | ..            | ..            | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Huyton ..              | 6 47              | 7 41           | ..            | ..            | ..            | 10 56           | ..            | 12 55         | ..            | ..            | 2 56            | ..            | ..            | 5 56            | 6 47          | ..            | ..            | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Huyton Quarry ..       | 6 49              | 7 43           | ..            | ..            | ..            | 10 58           | ..            | ..            | ..            | ..            | 2 58            | ..            | ..            | 5 58            | 6 49          | ..            | 8 9           | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Rainhill ..            | 6 58              | 7 52           | ..            | ..            | ..            | 11 7            | ..            | 1 6           | ..            | ..            | 3 7             | ..            | ..            | 6 7             | 6 58          | ..            | 8 9           | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Sutton ..              | 7 27              | 8 15           | ..            | ..            | ..            | 11 12           | ..            | ..            | ..            | ..            | 3 12            | ..            | ..            | 6 12            | 7 2           | ..            | 8 19          | 6 30            |                |  |  |  |  |  |  |  |  |  |
| St. Helens Junc. ..    | 7 11              | 8 2            | ..            | ..            | ..            | 11 1            | ..            | 1 15          | ..            | 2 28          | 3 15            | ..            | ..            | 6 17            | 7 11          | ..            | 8 25          | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Collins Green ..       | 7 18              | 8 8            | ..            | ..            | ..            | 11 23           | ..            | ..            | ..            | ..            | 3 23            | ..            | ..            | 6 27            | 7 18          | ..            | ..            | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Warrington Junc. ..    | 7 58              | 8 12           | ..            | ..            | ..            | 11 27           | ..            | 1 24          | ..            | ..            | 3 27            | ..            | ..            | 6 27            | 7 23          | ..            | 8 37          | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Newton ..              | 7 27              | 8 15           | ..            | ..            | ..            | 11 30           | ..            | 1 27          | ..            | 2 34          | 3 28            | ..            | 4 47          | 6 30            | 7 27          | ..            | 8 39          | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Preston Junction ..    | ..                | ..             | 8 25          | ..            | 11 11         | ..              | ..            | ..            | 2 16          | ..            | 4 28            | ..            | ..            | 6 30            | 7 27          | 7 53          | ..            | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Parkside ..            | 7 31              | 8 18           | ..            | ..            | ..            | 11 33           | ..            | 1 31          | ..            | ..            | 3 32            | ..            | ..            | 6 33            | 7 31          | ..            | 8 41          | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Kenyon Junction ..     | 7 36              | 8 26           | ..            | ..            | ..            | 11 41           | ..            | 1 38          | ..            | ..            | 3 38            | ..            | ..            | 6 41            | 7 36          | ..            | 8 48          | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Bury Lane ..           | 7 44              | 8 33           | ..            | ..            | ..            | 11 48           | ..            | 1 45          | ..            | ..            | 3 46            | ..            | ..            | 6 48            | 7 44          | ..            | 8 54          | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Astley ..              | 7 52              | 8 41           | ..            | ..            | ..            | 11 56           | ..            | 1 53          | ..            | ..            | 3 52            | ..            | ..            | 6 56            | 7 52          | ..            | ..            | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Barton Moss ..         | 7 57              | 8 44           | ..            | ..            | ..            | 11 58           | ..            | ..            | ..            | ..            | 3 56            | ..            | ..            | 6 59            | 7 57          | ..            | ..            | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Patricroft ..          | 8 6               | 8 53           | ..            | ..            | ..            | 12 8            | ..            | 2 4           | ..            | ..            | 4 4             | ..            | ..            | 7 8             | 8 6           | ..            | 9 8           | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Eccles ..              | 8 14              | 8 57           | ..            | ..            | ..            | 12 12           | ..            | 2 8           | ..            | ..            | 4 8             | ..            | ..            | 7 12            | 8 14          | ..            | ..            | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Weaste Lane ..         | 8 18              | 9 4            | ..            | ..            | ..            | 12 15           | ..            | ..            | ..            | ..            | 4 12            | ..            | ..            | 7 15            | 8 18          | ..            | 9 12          | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Cross Lane ..          | 8 22              | 9 4            | ..            | ..            | ..            | 12 19           | ..            | ..            | ..            | ..            | 4 16            | ..            | ..            | 7 18            | 8 22          | ..            | ..            | 6 30            |                |  |  |  |  |  |  |  |  |  |
| Manchester ..          | 8 35              | 9 40           | 9 20          | 10 12         | 12 10         | 12 25           | 12 45         | 2 20          | 3 53          | 10 4          | 25              | 35            | 5 25          | 7 25            | 8 40          | 50            | 9 25          | 6 30            |                |  |  |  |  |  |  |  |  |  |

**Extra Trains.**—From Newton to Manchester at 6 10 a.m. mail, daily.  
Junction till the arrival of the trains from Preston. The passengers for Manchester or Liverpool will be detained unavoidably at Preston.

† By trains marked thus † up and down third class passengers are booked to intermediate stations only.  
‡ By trains marked thus ‡ third class passengers will be booked to Liverpool and Manchester only.

## From Warrington to Manchester.

At 7 1/2, 7 5 and 9 39 a.m., 3 and p.m. mixed; 4 1/2 p.m. first class.

On Sundays 8 a.m.; 2 16 and 4 30 p.m. mixed.

## From Manchester to Warrington.

A. 7 1/2 a.m., 1 23 1/2 and 7 p.m. mixed; 9 a.m. first class.

On Sundays, 7 55 and 11 a.m., and 7 p.m. mixed. FARE, 2s. 6d., 2nd class.

## From Manchester to Patricroft.

At 8, 9 10, 10 35, and 11 1/2 a.m.; 1 5, 3 5, 5 6, 8, and 9 p.m. On Sundays, 4 5, 6 1/2, 7 1/2, 8 1/2, and 9 1/2 p.m.

## From Patricroft to Manchester.

At 7 1/2, 8 1/2, 9 35, and 11 a.m.; 12 1/2, 3 1/2, 5 1/2, 7 1/2, 8 1/2, and 9 1/2 p.m. On Sundays, 4 1/2, 5 1/2, 7 1/2, 8 1/2, and 9 1/2 p.m.

FARES.—To and from Patricroft and Eccles, 1st class, 6d.; 2nd and 3rd class, 4d.

## TO FLEETWOOD, BLACKPOOL, & LYTHAM.

### From Liverpool.

9 0 a.m. .... mixed. 1 30 p.m. mixed.

3 50 p.m. .... mixed.

9 10 a.m. .... mixed.

### From Manchester.

1 40 p.m. mixed.

4 0 p.m. .... mixed.

FARES.—From Liverpool or Manchester to Fleetwood first class, 10s.; second class, 6s. 6d.; to Blackpool, 9s. 6d., 6s. 3d.; to Penilton, 9s. 2nd 6s.; to Lytham, 8s. 6d., and 5s. 6d.; to Kirham, 7s. 6s. and 5s.

## TO LANCASTER AND CARLISLE.

### From Liverpool.

7 30 a.m. .... mixed. 1 30 p.m. .... mixed. \* 7 0 p.m. .... mixed.

\* 0 25 a.m. .... mixed. 3 50 p.m. .... ditto.

FARES.—From Liverpool or Manchester to Lancaster, first class, 10s.; second class, 6s. 9d.

### From Manchester.

7 40 a.m. .... mixed. 1 40 p.m. .... mixed. \* 7 10 p.m. .... mixed.

\* 10 35 a.m. .... mixed. 4 0 p.m. .... ditto.

FARES.—To Kendal, first class 14s. 6d., second class 9s. 9d. \* To Lancaster only



# London & North Western.—LIVERPOOL & MANCHESTER SECTION.

| Manchester to<br>Liverpool. | 1, 2, 3 | 1 & 2 | 1st   | Se-   | 3rd   | N. U. | Ex-    | 1, 2  | 2nd   | Ex-    | 1, 2  | East. | Se-  | 1 & 2 | 3rd   | N. U. | 1 & 2 | Sunday Trains. |      |         |       |         |       |
|-----------------------------|---------|-------|-------|-------|-------|-------|--------|-------|-------|--------|-------|-------|------|-------|-------|-------|-------|----------------|------|---------|-------|---------|-------|
|                             | class   | class | class | lect  | class | class | press. | class | class | press. | class | class | lect | class | class | class | class | 2              | 3    | 1, 2, 3 | 1 & 2 | 1, 2, 3 | 1 & 2 |
| LEAVE                       | a.m.    | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.   | p.m.  | p.m.  | p.m.   | p.m.  | p.m.  | p.m. | p.m.  | p.m.  | p.m.  | p.m.  | a.m.           | a.m. | a.m.    | p.m.  | p.m.    | p.m.  |
| Manchester.....             | 6 30    | 7 1   | 7 40  | 9 0   | 10 0  | 10 35 | 11 15  | 12 15 | 1 40  | 2 0    | 2 45  | 3 05  | 3 50 | 6 30  | 6 30  | 10 8  | 20    | 6 30           | 7 55 | 1 5     | 0 6   | 10      | 8 20  |
| Cross-ls. arrive at.....    | 6 40    | 7 21  | ..    | ..    | ..    | ..    | ..     | 2 21  | ..    | ..     | 2 51  | ..    | 5 36 | 6 40  | ..    | ..    | ..    | 8 1            | ..   | 6       | ..    | ..      | ..    |
| Waste Lane.....             | 6 44    | 7 25  | ..    | ..    | ..    | ..    | ..     | 12 25 | ..    | ..     | 2 55  | ..    | 5 40 | 6 44  | ..    | ..    | ..    | 8 6            | ..   | 10      | ..    | ..      | ..    |
| Eccles.....                 | 6 47    | 7 28  | ..    | ..    | 10 12 | ..    | ..     | 12 28 | ..    | ..     | 2 58  | ..    | 5 43 | 6 47  | ..    | ..    | ..    | 8 9            | ..   | 5 13    | ..    | ..      | ..    |
| Parricroft.....             | 6 49    | 7 32  | ..    | ..    | 10 16 | ..    | ..     | 12 32 | ..    | ..     | 3 2   | ..    | 5 47 | 6 49  | ..    | 8 34  | ..    | 8 12           | 3 29 | 5 17    | 6 26  | 8 34    |       |
| Barton Moss.....            | 6 50    | 7 41  | ..    | ..    | ..    | ..    | ..     | 12 37 | ..    | ..     | 3 11  | ..    | 5 52 | 6 50  | ..    | ..    | ..    | 8 19           | ..   | 5 26    | ..    | ..      | ..    |
| Astley.....                 | 7 2     | 7 44  | ..    | ..    | 10 27 | ..    | ..     | 12 41 | ..    | ..     | 3 14  | ..    | 5 55 | 7 2   | ..    | ..    | ..    | 8 21           | ..   | 5 29    | ..    | ..      | ..    |
| Bury Lane.....              | 7 11    | 5     | ..    | ..    | 10 35 | ..    | ..     | 12 45 | ..    | ..     | 3 22  | ..    | 5 57 | 7 11  | ..    | 8 40  | ..    | 8 26           | 8 46 | 5 37    | 6 41  | 8 50    |       |
| Xenyon Junction.....        | 7 18    | 5 5   | ..    | ..    | 10 42 | ..    | ..     | 12 52 | ..    | ..     | 3 29  | ..    | 6 7  | 7 18  | ..    | 8 45  | ..    | 8 31           | 8 52 | 5 44    | 6 47  | 8 55    |       |
| Parkside.....               | 7 23    | 5 7   | ..    | ..    | 10 45 | ..    | ..     | 1     | ..    | ..     | 3 37  | ..    | 6 14 | 7 23  | ..    | 8 50  | 7 0   | 8 36           | 5 59 | 5 52    | 6 50  | 9 0     |       |
| Preston Junction.....       | ..      | ..    | 8 25  | ..    | ..    | 11 11 | ..     | 2 16  | ..    | ..     | 4 28  | ..    | 7 53 | ..    | ..    | ..    | ..    | 8 38           | ..   | 5 53    | ..    | ..      | ..    |
| Newton.....                 | 7 27    | 8 10  | ..    | 9 32  | 10 5  | ..    | ..     | 1 7   | ..    | ..     | 3 4   | ..    | 5 32 | 6 20  | 7 27  | ..    | 8 54  | ..             | 8 49 | 15      | 5 55  | 6 55    | 9 4   |
| Warrington Junct.....       | 7 31    | 8 1   | ..    | ..    | 10 5  | ..    | ..     | 1 13  | ..    | ..     | 3 43  | ..    | 5 37 | 6 23  | 7 31  | ..    | ..    | 8 44           | ..   | 5 58    | ..    | ..      | ..    |
| Collins Green.....          | 7 36    | 8 1   | ..    | ..    | ..    | ..    | ..     | 1 17  | ..    | ..     | 3 47  | ..    | 5 42 | 6 28  | 7 36  | ..    | ..    | 8 48           | ..   | 6 2     | ..    | ..      | ..    |
| St. Helen's Junct.....      | 7 41    | 8 25  | ..    | ..    | 11 5  | ..    | ..     | 1 20  | ..    | ..     | 3 5   | ..    | 5 47 | 6 32  | 7 44  | ..    | 9 2   | ..             | 8 54 | 9 13    | 6 7   | 7 9     | 12    |
| Sutton.....                 | 7 52    | 8 28  | ..    | ..    | ..    | ..    | ..     | 1 28  | ..    | ..     | 3 58  | ..    | 5 50 | 6 40  | 7 52  | ..    | ..    | 9 0            | ..   | 6 13    | ..    | ..      | ..    |
| Rainhill.....               | 7 57    | 8 3   | ..    | ..    | 11 14 | ..    | ..     | 1 32  | ..    | ..     | 4     | ..    | 5 54 | 6 47  | 7 57  | ..    | 9 10  | ..             | 9 5  | 21      | 6 17  | 7 15    | 9 20  |
| Huyton Quarry.....          | 8 6     | 8 42  | ..    | ..    | ..    | ..    | ..     | 1 4   | ..    | ..     | 4 12  | ..    | 6 56 | 8     | ..    | ..    | ..    | 9 14           | ..   | 6 27    | ..    | ..      | ..    |
| Huyton.....                 | 8 14    | 8 44  | ..    | ..    | 11 25 | ..    | ..     | 1 44  | ..    | ..     | 4 14  | ..    | 6 59 | 8 14  | ..    | 9 18  | ..    | 9 16           | 9 31 | 6 29    | 7 25  | 9 28    |       |
| Roby.....                   | 8 18    | 8 46  | ..    | ..    | ..    | ..    | ..     | 1 46  | ..    | ..     | 4 16  | ..    | 7    | 18    | 18    | ..    | ..    | 9 18           | ..   | 6 31    | ..    | ..      | ..    |
| Broad Green.....            | 8 22    | 8 52  | ..    | ..    | 11 33 | ..    | ..     | 1 52  | ..    | ..     | 4 22  | ..    | 7    | 7     | 8 22  | ..    | ..    | 9 24           | ..   | 6 37    | ..    | ..      | ..    |
| Liverpool.....              | 8 40    | 9 10  | 9 30  | 10 10 | 11 0  | 12 20 | 12 15  | 2 1   | 3 15  | 3 0    | 4 40  | 5 45  | 6 10 | 7 25  | 8 40  | 9 6   | 9 4   | 7 45           | 9 50 | 6 55    | 8 5   | 9 45    |       |

FARES.—By 1st class carriage, four or six in-ls., by express and select trains, 6s.; 1st class carriage by other trains, 5s. 6d.; 2nd class, 4s.; 3rd class, 2s. 6d.

N.B.—Passengers by the first class trains may take a ticket, entitling them to be conveyed to Liverpool or Manchester and back the same day, for 10s.

Children under Ten Years, Half Price; in the Ann under Four Years, Free.—Extra Trains from Newton to Liverpool at 6 a.m., daily.

## TO BOLTON.

† For references see preceding page.

### From Liverpool.

### From Manchester.

6 30 a.m., mixed and 3rd class. 2 30 p.m., mixed.  
10 25 „ mixed. 4 15 „ mixed.  
12 30 p.m., 3rd class. 6 30 „ mixed and 3rd class.

7 15 a.m., mixed and 3rd class. 2 45 p.m. mixed and 3rd class.  
10 0 „ 3rd class. 5 30 „ mixed.  
12 15 p.m., mixed. 6 30 „ mixed and 3rd class.

## On Sundays.

From Liverpool, 8 a.m., and 5 30 p.m., mix. & 3rd cls.—From Manchester, 8 15 a.m. and 6 10 p.m., mix. & 3rd cls.  
Fares from Liverpool, 1st class 5s. 6d., 2nd class 4s., 3rd class 2s. 6d.; and from Manchester, 2s. 6d., 2s., and 1s. 11d.

## TO ST. HELENS.

### From Liverpool.

### From Manchester.

6 30 a.m. mix. & 3rd cls 10 30 a.m. .... mixed. 5 0 p.m. .... mixed.  
7 0 „ 3rd class. 12 30 p.m. 1st & 3rd class. 5 30 „ ....  
7 15 „ 1 & 2 class 2 0 „ ..... 1st 6 30 „ ..... 1st & 3rd cls.  
2 30 „ ..... mixed. 7 45 „ ..... mixed.

6 30 a.m. mix & 3rd class. 12 15 noon. 1st & 2nd class 5 30 p.m. 1st & 2nd class  
7 15 „ ..... 1st & 2nd 1 40 p.m. N.U.S. & 2nd „ 6 30 „ ..... 1st & 3rd „  
10 0 „ ..... 1st & 3rd 2 45 „ ..... 1st & 2nd „

## ON SUNDAYS.

From Liverpool at 7 15 a.m., mixed and 3rd class; 8 a.m., 1st and 2nd class; 5 20 p.m., mixed & 3rd class; 7 45 p.m., 1st and 2nd class.  
From Manchester at 7 55 a.m., mixed and 3rd class; 8 15 a.m., 1st and 2nd class; 5 30 p.m., mixed and 3rd class.

FARES from Liverpool, first class 2s. 6d., second class 1s. 6d., third class 1s., and from Manchester 3s. 6d., 2s. 6d., and 1s. 10d.

SOUTHPORT.—Passengers and Parcels may be booked through to Southport at the Company's Offices, Market-street, and Victoria Station, Manchester, per 12½ noon train, (Sundays excepted)—FARES, Inside 9s. 6d., Outside 6s. 6d.

London & North Western. (Northern Division) **CHESTER, MANCHESTER, & STOCKPORT.**

### From Manchester to Chester.—52 Miles.

Passengers and Parcels booked through. Week days—7 & 10 a.m. & 5 15 p.m., without change of carriage; 11 30 a.m. changing carriage at Crewe, and proceeding from that station at 1 35 p.m.

### From Chester to Manchester.

At 7 & 11 40 a.m., first and second class; 10 30 a.m. and 5 20 p.m., first, second, and third class.

### From Stockport to Stockport.

At \*6 30, 7, 7½, 9, \*9 40, 10, 10½, & 11 35, a.m.; 12½, \*1 30, †1 45, 2½, 3½, 4 30, \*5 15, 5½, 6½, 8, & \*8 45 p.m.  
Sundays, 7½, 8, \*9 30, 10, 10½, & \*11½ a.m.; 2½, 5½, \*6½, 7½, \*8½ & 9, p.m.

### From Stockport to Manchester.

At \*4 30, 7 55, 8 40, 9 25, \*9 45, 10 55, & 12, a.m.; \*12 55, \*2 25, 2 55, 4, \*4 35, 4 55, \*5 45, 6 25, \*7 44, 8 25, & \*9 59 p.m.  
Sundays \*4 30, 7 55, 9, 9 25, & \*10 50 a.m.; 1½, \*2 40, \*4 47, 5½, 6 55, \*8 5, 8 25, and 9 30 p.m.

These trs. stop at Longsight, Levenshulme, & Heaton Norris, to take up or set down passngs. when required, except those marked thus \*. To the Luggage Train leaving Manchester every night (Sunday excepted) at 11 is attached a Second class carriage, by which passengers may be booked (from Manchester only) to Heaton Norris.—Fare 1s. † Leaves Manchester at 2 5 p.m. on Saturdays.

### RATES FOR HORSES.

| FROM<br>MANCHESTER<br>TO | Horses.                     |      |       |      |      |       |
|--------------------------|-----------------------------|------|-------|------|------|-------|
|                          | 1 property and in same box. |      |       |      |      |       |
|                          | 1                           | 2    | 3     | 1    | 2    | 3     |
| STOCKPORT ...            | s. d. s. d. s. d.           | 5 0  | 10 0  | 15 0 | 5 0  | 10 0  |
| CHELFORD ...             | 6 0                         | 12 0 | 18 0  | 6 0  | 12 0 | 18 0  |
| HOLMES CHAPI             | 6 6                         | 13 0 | 19 6  | 6 6  | 13 0 | 19 6  |
| SANDBACH ...             | 7 0                         | 14 0 | 21 0  | 7 0  | 14 0 | 21 0  |
| CREWE ...                | 7 6                         | 15 0 | 22 6  | 7 6  | 15 0 | 22 6  |
| CHESTER ...              | 13 0                        | 25 0 | 39 0  | 13 0 | 25 0 | 39 0  |
| WHITMORE ...             | 1 0                         | 25 0 | 37 6  | 1 0  | 25 0 | 37 6  |
| STAFFORD ...             | 1 0                         | 28 0 | 42 0  | 1 0  | 28 0 | 42 0  |
| WOLVERHAMPT.             | 17 6                        | 35 0 | 52 6  | 17 6 | 35 0 | 52 6  |
| BIRMINGHAM ...           | 21 1                        | 42 0 | 63 0  | 21 1 | 42 0 | 63 0  |
| LONDON ...               | 49 1                        | 98 0 | 147 6 | 49 1 | 98 0 | 147 6 |

### Trains in conjunction with Coaches and Omnibuses to and from Leek, Congleton, Knutsford, Northwich, &c.

| Week<br>Days | From Man-<br>chester to<br>Leek,<br>(Macclesfield<br>Station.) | From<br>Leek<br>by coach to<br>Macclesfield<br>Station. | From Man-<br>chester to<br>Knutsford.<br>(Chelford<br>Station.) | From<br>Knutsford<br>by omnibus<br>to Chelford<br>Station. | From<br>Manchester<br>to Northwich<br>(Chelford<br>Station.) | From<br>Northwich<br>by Coach<br>to Chelford<br>Station. | From Man-<br>chester to<br>Congleton.<br>(Holmes<br>Chapel Sta.) | From Con-<br>gleton, by<br>omnibus to<br>Holmes Chap-<br>el Station. |
|--------------|----------------------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------------------|------------------------------------------------------------|--------------------------------------------------------------|----------------------------------------------------------|------------------------------------------------------------------|----------------------------------------------------------------------|
|              | 9 0 a.m.<br>5 30 p.m.                                          | 8 15 a.m.<br>3 45 p.m.                                  | 7 0<br>....<br>1 45 p.m.<br>5 15 ..<br>....                     | 8 20 a.m.<br>....<br>4 15 p.m.<br>6 20 ..<br>....          | 7 0 a.m.<br>5 15 p.m.<br>....<br>....<br>....                | 7 10 a.m.<br>3 0 p.m.<br>....<br>....<br>....            | 10 0 a.m.<br>1 30 p.m.<br>5 15 ..<br>....<br>....                | 7 50 a.m.<br>11 0 ..<br>3 50 p.m.<br>....<br>....                    |
| Sun-<br>days | 7½ a.m.<br>5½ p.m.                                             | 7 a.m.<br>5½ p.m.                                       | 10 0 a.m.<br>....<br>6 35 p.m.                                  | ....<br>....<br>....                                       | ....<br>....<br>....                                         | ....<br>....<br>....                                     | ....<br>....<br>....                                             | ....<br>....<br>....                                                 |

### THE QUEEN'S HOTEL, ALDERLEY.

TERMS:—BED, BREAKFAST & ATTENDANCE ..... 21s. per Week.  
BOARD, LODGING & ATTENDANCE ..... 50s. per Week.  
DINNER on a moderate Scale got up for large or small Parties.

### PASSENGER FARES between Manchester, Leek, Knutsford, and Congleton.

| By Single Ticket, to<br>or from Manchester | Leek.             |                   |                   | Knutsford.        |                   |                   | Congleton.        |                   |                   |
|--------------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|                                            | 1 cl.             | 2 cl.             | 3 cl.             | 1 cl.             | 2 cl.             | 3 cl.             | 1 cl.             | 2 cl.             | 3 cl.             |
|                                            | s. d. s. d. s. d. | s. d. s. d. s. d. | s. d. s. d. s. d. | s. d. s. d. s. d. | s. d. s. d. s. d. | s. d. s. d. s. d. | s. d. s. d. s. d. | s. d. s. d. s. d. | s. d. s. d. s. d. |
|                                            | 46                | 3                 | 6                 | 2                 | 6                 | 3                 | 6                 | 2                 | 0                 |
|                                            | 6                 | 2                 | 6                 | 3                 | 6                 | 2                 | 0                 | 1                 | 6                 |
|                                            | 5                 | 0                 | 3                 | 0                 | 2                 | 0                 | 0                 | 3                 | 0                 |
|                                            | 0                 | 2                 | 0                 | 0                 | 2                 | 0                 | 0                 | 2                 | 0                 |

### MACCLESFIELD BRANCH.

From Manchester at 7½, 9 and 10½ a.m.; 12½, 2½, 4 30, 5½, & 8 p.m.  
On SUNDAYS at 7½ and 10½ a.m.; 5½ and 7½ p.m.  
From Macclesfield at 7½, 8 50 & 10½ a.m.; 12½, 2½, 4½, 5½ & 7½ p.m.  
On SUNDAYS at 7½ and 9 a.m.; 6½ and 7½ p.m.

Fares between Manchester and Macclesfield—1st class, 3s.; 2nd class, 2s.; 3rd class, 1s. 6d.

DOUBLE TICKETS between Manchester and Macclesfield, first class 5s., second 3s. 6d., third 2s. 6d.



## London &amp; North Western—PRESTON &amp; PARKSIDE SECTION

| From<br>Parkside | Down Trains<br>From L'pool<br>& Manchester<br>To Preston. | 1      | 2      | 3     | 4     | 5    | 6      | 7     | 8    | 9      | 10      |
|------------------|-----------------------------------------------------------|--------|--------|-------|-------|------|--------|-------|------|--------|---------|
|                  |                                                           | mail   | 1 2    | 1 2   | 1 2   | 1 2  | 1 2    | 1 2   | mail | 1 2 3  | ex-     |
|                  |                                                           | class. | class. | fast. | stop. | stop | class. | fast. |      | class. | press   |
| Mls              |                                                           | p.m.   | a.m.   | a.m.  | a.m.  | p.m. | a.m.   | p.m.  | a.m. | p.m.   | p.m.    |
|                  | <b>London .. dep.</b>                                     | 8 45   | ..     | ..    | ..    | ..   | 6 15   | ..    | 10 0 | ..     | 5 0     |
|                  | <b>Warrington Junc.</b>                                   | 4 34   | ..     | ..    | ..    | ..   | 2 25   | ..    | 4 30 | ..     | 10 30   |
|                  | <b>Liverpool ....</b>                                     | ..     | 7 30   | 9 0   | 10 25 | 1 30 | ..     | 3 50  | ..   | 7 0    | ..      |
|                  | <b>Manchester ..</b>                                      | ..     | 7 40   | 9 10  | 10 35 | 1 40 | ..     | 4 0   | ..   | 7 10   | ..      |
|                  | <b>North Union Jnc.</b>                                   | ..     | ..     | ..    | 11 12 | 16   | ..     | ..    | ..   | 7 53   | ..      |
|                  | <b>Golborne .. arrival.</b>                               | ..     | 8 28   | ..    | 11 15 | 20   | ..     | ..    | ..   | 7 58   | ..      |
| 2                | <b>Wigan ..</b>                                           | 5 0    | 8 43   | 9 51  | 11 28 | 2 33 | 2 50   | 4 41  | 4 55 | 8 13   | 10 55   |
| 6½               | <b>Standish ..</b>                                        | ..     | 8 55   | ..    | 11 38 | 2 43 | 3 0    | ..    | ..   | 8 25   | ..      |
| 12½              | <b>Coppull ..</b>                                         | ..     | 9 5    | ..    | 11 46 | 2 51 | ..     | ..    | ..   | 8 35   | ..      |
| 16               | <b>Euxton ..</b>                                          | 5 24   | 9 14   | 10 12 | 11 56 | 3 13 | 20     | 5 0   | 5 20 | 8 44   | 11 20   |
| 18               | <b>Leyland ..</b>                                         | ..     | 9 20   | ..    | 12 13 | 3 6  | ..     | ..    | ..   | 8 50   | ..      |
| 19½              | <b>Farrington ..</b>                                      | ..     | 9 25   | ..    | 12 5  | 3 10 | 3 25   | ..    | ..   | 8 55   | ..      |
| 22½              | <b>Preston .... ar.</b>                                   | 5 39   | 9 30   | 10 20 | 12 10 | 3 15 | 3 35   | 5 10  | 5 30 | 9      | 0 11 30 |

SUNDAY TRAINS.—From London to Preston, 10 a.m. mail, 1 cl., and 8½ p.m. mail, 1, 2 cl. From Liverpool to Preston, 7½ a.m. and 6 p.m., 1, 2, 3 cl. From Manchester to Preston, 7 55 a.m. and 6 10 p.m., 1, 2, 3 class.

Trains 2, 4, 5, and 9 are for the accommodation of Passengers to the North only, and cannot stop to take up Passengers for any station on the L'pool & Manch. Division.

| From<br>Preston. | Up Trains<br>From Freston | 1           | 2               | 3             | 4             | 5             | 6             | 7            | 8             | 9               | 10          |
|------------------|---------------------------|-------------|-----------------|---------------|---------------|---------------|---------------|--------------|---------------|-----------------|-------------|
|                  |                           | mail<br>1 2 | 1 2 3<br>class. | 1 2<br>class. | 1 2<br>class. | 1 2<br>class. | 1 2<br>class. | ex-<br>press | 1 2<br>class. | 1 2 3<br>class. | mail<br>1 2 |
| Mls              |                           | a.m.        | a.m.            | a.m.          | a.m.          | a.m.          | p.m.          | p.m.         | p.m.          | p.m.            | p.m.        |
|                  | <b>Preston .. dep.</b>    | 5 10        | 7 30            | 9 0           | 10 30         | 10 35         | 1 30          | 3 50         | 4 0           | 7 0             | 7 53        |
| 2½               | <b>Farrington .. ar.</b>  | ..          | 7 36            | ..            | ..            | 10 41         | 1 36          | ..           | ..            | 7 6             | ..          |
| 4½               | <b>Leyland ..</b>         | ..          | 7 41            | ..            | ..            | 10 46         | 1 41          | ..           | 4 11          | 7 11            | ..          |
| 6½               | <b>Euxton ..</b>          | 5 25        | 7 49            | 9 10          | 10 45         | 10 51         | 1 46          | 4 0          | 4 16          | 7 18            | 8 7         |
| 9½               | <b>Coppull ..</b>         | ..          | 7 59            | ..            | ..            | 11 01         | 1 55          | ..           | ..            | 7 29            | ..          |
| 12½              | <b>Standish ..</b>        | ..          | 8 7             | ..            | 10 57         | 11 7          | 2 2           | ..           | 4 32          | 7 37            | ..          |
| 15½              | <b>Wigan ..</b>           | 5 50        | 8 16            | 9 30          | 11 5          | 11 15         | 2 10          | 4 30         | 4 40          | 7 46            | 8 27        |
| 20½              | <b>Golborne ..</b>        | ..          | 8 31            | ..            | ..            | 11 27         | 2 22          | ..           | ..            | 8 1             | ..          |
| 22½              | <b>North Union Jnc.</b>   | 6 5         | 8 36            | 9 45          | ..            | 11 35         | 2 28          | ..           | 4 58          | 8 6             | 8 40        |
| 23½              | <b>Newton Bridge ..</b>   | 6 10        | 8 43            | ..            | 11 25         | 11 39         | 2 34          | ..           | 5 4           | 8 13            | 8 43        |
| 24               | <b>Warrington Junc.</b>   | ..          | 8 46            | ..            | ..            | 11 42         | 2 37          | ..           | ..            | 8 16            | ..          |
| 38½              | <b>Liverpool ..</b>       | 6 45        | 9 30            | 10 20         | ..            | 12 20         | 3 15          | ..           | 5 45          | 9 0             | ..          |
| 37½              | <b>Manchester ..</b>      | 6 35        | 9 20            | 10 0          | ..            | 12 10         | 3 5           | ..           | 5 35          | 8 50            | 9 25        |
| —                | <b>London .. ar.</b>      | 1 0         | ..              | ..            | 8 45          | ..            | ..            | 11 0         | ..            | ..              | 5 18        |

SUNDAY TRAINS.—From Preston to Liverpool and Manchester, 7 55 a.m. and 6 5 p.m., 1, 2, 3 cl. From Preston to London, 5 10 a.m. and 7 53 p.m., mails, 1, 2 class.

Trains Nos. 2, 5, 6, 8, and 9 are for the accommodation of Passengers from the North only, and cannot stop to take up Passengers on the Liverpool and Manchester Division for any Station on that Division.

London & North Western (Northern Section)  
BOLTON AND KENYON.—Length of Line, 9½ miles.

Sun, H. Bradshaw, Bolton. Sec., Henry Booth.

**Bolton to Liverpool**, 7½ a.m., 12 20 and 6½ p.m. mixed and third class; 8 50 a.m., and 2 50 p.m. mixed.

**On Sundays**, † 8 5 a.m. and 6 p.m., mixed and third class.  
**To Manchester**, 7½ a.m., 2 50, (4½ p.m. 1st cl. only) & 6½ p.m.  
**On Sundays**, 8 5 a.m., and 5 35 p.m.

**To St. Helens**, at 7½ a.m., 12 20 and 6½ p.m. mixed and third class; 2 50 p.m. mixed.

**On Sundays**, 8 5 a.m. and 6 p.m. mixed and third class.  
**To Warrington**, at 8 50 a.m. 12 20, 2 50 and 6½ p.m. mixed; 7½ a.m. mixed and third class.

**To Birmingham and London**, 8 50 a.m., 12 20 and 2 50 p.m. mixed; 7½ a.m. third class.

**On Sundays**, to Warrington, Birmingham, and London, at 8 5 a.m. mixed & 3rd class, waiting 30 minutes at Warrington Junction; 6 p.m. to Warrington only.

**To Leamington, Worcester, Cheltenham, Gloucester, Berkeley, and Bristol**, at 8 50 a.m., & 12 20 p.m., mixed.

**On Sundays** at 8 5 a.m. mixed.

An additional Train at 4½ p.m. mixed and 3rd class, from Bolton to Kenyon and intermediate Stations.

The three classes of passengers will be carried to and from any station between Bolton and Leigh by every train.

**From Atherton to Manchester**, 9 55 a.m., & 5 50 p.m. on week days, stopping at Leigh and Bradshaw Leach. Fares, 2/6, 1/6, 1s. to Manchester and back, same day, 4s. first class.

**From Liverpool**, 6½ a.m. & 6½ p.m. mixed and third class; 12½ p.m. third class; 10 25 a.m., 2½ and 4½ p.m., mixed.

**On Sundays**, from Liverpool † 8 a.m., & 5½ p.m. mixed & 3rd cl.

**From St. Helens**, see St. Helens Table,  
**From Warrington**, 7½ & 9 39 a.m.; 2 16 & 4 30 p.m. mixed.

**On Sundays**, 8 a.m. and 4 19 p.m. mixed.

**From Birmingham**, 6 & 11½ a.m. mixed; 1½ p.m. 1st cl.  
**On Sundays**, 1½ p.m. 1st class.

**From London**, 6½ a.m. mixed; 10 a.m. first class.  
**On Sundays**, 10 a.m. 1st class.

† Stopping on the Liverpool line at Newton and Kenyon only.  
† Stopping on the Liverpool line at Parricroft, Bury Lane, Kenyon Junction, Parkside, Newton, St. Helens Junction, Rainhill, and Huyton Gate.

FARES.—To Liverpool, 1st cl. 5s. 6d., 2nd cl. 4s., 3rd cl. 2s. 5d.; to St. Helens, 3s. 6d., 2s. 6d., 1s. 7d.; to Warrington, 3s., 2s. 6d., 1s. 6d.; to Birmingham, 17s., 13s., 8s.; to London, 37s., 27s., 17s. 5d. To Liverpool and back same day, 10s. first class.

**SOUTHPORT**—Passengers may be booked through to Southport and Ormskirk, via St. Helens, by the trains leaving Bolton at 12 20 noon.

FARES to Southport, 9s. 6d., 6s., & 5s. 1d.—To Ormskirk, 7s., 5s., and 4s. 1d.

## FARES ON THE LONDON AND NORTH WESTERN.

| Distance fr.<br>Eustn. Stn | FARES<br>FROM LONDON.   | 1st Class.             |       | 2nd<br>Cls. | 3rd<br>Cls. | Distance<br>from Lpool | FARES<br>FROM<br>BIRMINGHAM. | 1st Class. |       | 2nd<br>Cls. | 3rd<br>Class |
|----------------------------|-------------------------|------------------------|-------|-------------|-------------|------------------------|------------------------------|------------|-------|-------------|--------------|
|                            |                         | Day<br>Mail &<br>Exps. | Mxe d |             |             |                        |                              | Exprs      | Mixed |             |              |
| Mls.                       |                         | s. d.                  | s. d. | s. d.       | s. d.       |                        |                              | s. d.      | s. d. | s. d.       | s. d.        |
| 6                          | <b>Euston Square</b>    |                        |       |             |             | —                      | <b>Lancaster</b>             |            |       |             |              |
| 6                          | Willesden               | 1 0                    | 0 9   | 0 6         | 0 6         | —                      | <b>Chester</b>               |            |       |             |              |
| 8                          | Sudbury                 | 1 6                    | 1 0   | 0 8         | 0 8         | —                      | <b>Liverpool</b>             |            |       |             |              |
| 11½                        | Harrow                  | 2 0                    | 1 6   | 1 0         | 1 0         | 19½                    | Warrington                   |            |       |             |              |
| 13½                        | Pinner                  | 2 6                    | 1 6   | 1 2         | 31½         |                        | Hartford                     |            |       |             |              |
| 16                         | Bushey                  | 3 0                    | 2 0   | 1 4         | 43½         |                        | <b>Crewe</b>                 |            |       |             |              |
| 17½                        | <b>Watford</b>          | 4 0                    | 3 0   | 1 6         | 54½         |                        | Whitmore                     |            |       |             |              |
| 21                         | Kings Langley           | 3 6                    | 2 6   | 1 9         | 68½         |                        | Stafford                     |            |       |             |              |
| 24½                        | Boxmoor                 | 4 6                    | 3 0   | 2 1         | 83          |                        | Wolverhampton                |            |       |             |              |
| 28                         | Berkhampstead           | 5 0                    | 3 6   | 2 4         | 88          |                        | Walsall                      |            |       |             |              |
| 31½                        | <b>Tring</b>            | 7 0                    | 5 6   | 4 0         | 97½         |                        | <b>Birmingham</b>            |            |       |             |              |
| 36½                        | Cheddington             | 6 6                    | 4 6   | 3 0         | 107         |                        | Hampton (Dby. Jn.)           |            |       |             |              |
| 43½                        | Aylesbury               | 8 0                    | 5 6   | 3 7         | 116         |                        | <b>Coventry</b>              |            |       |             |              |
| 41                         | <b>Leighton</b>         | 7 0                    | 5 0   | 3 5         | 121         |                        | Brandon                      |            |       |             |              |
| 46½                        | Bletchley & F. Stfd.    | 8 6                    | 6 0   | 3 11        | 127         |                        | <b>Rugby (Mid. C.J.)</b>     |            |       |             |              |
| 52½                        | <b>Wolverton</b>        | 11 6                   | 9 6   | 4 5         | 134½        |                        | Crick and Welton             |            |       |             |              |
| 60                         | Road                    | 10 6                   | 7 6   | 5 0         | 140½        |                        | Weedon                       |            |       |             |              |
| 62½                        | <b>Blisworth</b>        | 14 0                   | 11 6  | 5 3         | 147½        |                        | <b>Blisworth</b>             |            |       |             |              |
| 69½                        | Weedon                  | 15 6                   | 8 6   | 5 10        | 150         |                        | Road                         |            |       |             |              |
| 75½                        | Crick (and Welton)      | 13 6                   | 9 6   | 6 3         | 157½        |                        | <b>Wolverton</b>             |            |       |             |              |
| 83                         | <b>Rugby (Md. C.J.)</b> | 18 0                   | 14 6  | 6 11        | 163½        |                        | Bletchley & F. Stfd.         |            |       |             |              |
| 89                         | Brandon                 | 15 6                   | 11 0  | 7 5         | 169½        |                        | <b>Leighton</b>              |            |       |             |              |
| 94                         | <b>Coventry</b>         | 21 0                   | 16 6  | 7 10        | 181½        |                        | Aylesbury                    |            |       |             |              |
| 103                        | Hampton (Dby. Jn.)      | 18 0                   | 12 6  | 8 7         | 174         |                        | Cheddington                  |            |       |             |              |
| 112½                       | <b>Birmingham</b>       | 25 0                   | 20 0  | 9 5         | 178½        |                        | <b>Tring</b>                 |            |       |             |              |
| 122                        | Walsall                 | 21 8                   | 15 0  | 10 3        | 182         |                        | Berkhampstead                |            |       |             |              |
| 127                        | Wolverhampton           | 27 9                   | 22 6  | 15 9        | 185½        |                        | Boxmoor                      |            |       |             |              |
| 141½                       | Stafford                | 30 6                   | 25 0  | 18 0        | 118         | 189                    | Kings Langley                |            |       |             |              |
| 155½                       | Whitmore                | 34 0                   | 27 6  | 19 6        | 13          | 192½                   | <b>Watford</b>               |            |       |             |              |
| 166½                       | <b>Crewe</b>            | 35 0                   | 29 6  | 21 6        | 13          | 194                    | Bushey                       |            |       |             |              |
| 178½                       | Hartford                | 39 0                   | 31 0  | 23 0        | 14          | 197                    | Pinner                       |            |       |             |              |
| 190½                       | Warrington              | 42 0                   | 33 6  | 25 0        | 15          | 198½                   | Harrow                       |            |       |             |              |
| 210½                       | <b>Liverpool</b>        | 45 0                   | 37 0  | 27 0        | 17          | 202                    | Sudbury                      |            |       |             |              |
| 187½                       | <b>Chester</b>          | 40 6                   | 33 6  | 24 6        | 15          | 204½                   | Willesden                    |            |       |             |              |
| 238½                       | <b>Lancaster</b>        | 52 0                   | 43 0  | 31 3        | 19          | 210½                   | <b>Euston Square</b>         |            |       |             |              |

The accommodation by the Express Trains being limited, Passengers who arrive first will have the preference. CHILDREN under ten years of age are charged half-price; Children in arms, unable to walk, pass free. A Third Class Carriage will be attached to the 7 a.m. and 6½ p.m. Train from Aylesbury, to convey Passengers to the Third Class Up and Down Trains at Tring.

Fares for Horses and Carriages between London and Birmingham, 1 Horse 2s.; Carriages 40s. each.  
Day Tickets for Horses:—

| From<br>LONDON to | 1<br>horse | s. d. | From<br>LONDON to | 1<br>horse | s. d. | From<br>BIRMINGHAM to | 1<br>horse | s. d. | From<br>BIRMINGHAM to | 1<br>horse | s. d. |
|-------------------|------------|-------|-------------------|------------|-------|-----------------------|------------|-------|-----------------------|------------|-------|
| Willesden         | 1          | 14 0  | Willesden         | 1          | 14 0  | Willesden             | 1          | 14 0  | Willesden             | 1          | 14 0  |
| Sudbury           | 1          | 14 0  | Sudbury           | 1          | 14 0  | Sudbury               | 1          | 14 0  | Sudbury               | 1          | 14 0  |
| Harrow            | 1          | 14 0  | Harrow            | 1          | 14 0  | Harrow                | 1          | 14 0  | Harrow                | 1          | 14 0  |
| Pinner            | 1          | 14 0  | Pinner            | 1          | 14 0  | Pinner                | 1          | 14 0  | Pinner                | 1          | 14 0  |
| Bushey            | 1          | 14 0  | Bushey            | 1          | 14 0  | Bushey                | 1          | 14 0  | Bushey                | 1          | 14 0  |
| Watford           | 1          | 14 0  | Watford           | 1          | 14 0  | Watford               | 1          | 14 0  | Watford               | 1          | 14 0  |
| Kings Langley     | 1          | 14 0  | Kings Langley     | 1          | 14 0  | Kings Langley         | 1          | 14 0  | Kings Langley         | 1          | 14 0  |
| Berkhampstead     | 1          | 14 0  | Berkhampstead     | 1          | 14 0  | Berkhampstead         | 1          | 14 0  | Berkhampstead         | 1          | 14 0  |
| Tring             | 1          | 14 0  | Tring             | 1          | 14 0  | Tring                 | 1          | 14 0  | Tring                 | 1          | 14 0  |
| Cheddington       | 1          | 14 0  | Cheddington       | 1          | 14 0  | Cheddington           | 1          | 14 0  | Cheddington           | 1          | 14 0  |
| Aylesbury         | 1          | 14 0  | Aylesbury         | 1          | 14 0  | Aylesbury             | 1          | 14 0  | Aylesbury             | 1          | 14 0  |
| Willesden         | 1          | 14 0  | Willesden         | 1          | 14 0  | Willesden             | 1          | 14 0  | Willesden             | 1          | 14 0  |
| Sudbury           | 1          | 14 0  | Sudbury           | 1          | 14 0  | Sudbury               | 1          | 14 0  | Sudbury               | 1          | 14 0  |
| Harrow            | 1          | 14 0  | Harrow            | 1          | 14 0  | Harrow                | 1          | 14 0  | Harrow                | 1          | 14 0  |
| Pinner            | 1          | 14 0  | Pinner            | 1          | 14 0  | Pinner                | 1          | 14 0  | Pinner                | 1          | 14 0  |
| Bushey            | 1          | 14 0  | Bushey            | 1          | 14 0  | Bushey                | 1          | 14 0  | Bushey                | 1          | 14 0  |
| Watford           | 1          | 14 0  | Watford           | 1          | 14 0  | Watford               | 1          | 14 0  | Watford               | 1          | 14 0  |
| Kings Langley     | 1          | 14 0  | Kings Langley     | 1          | 14 0  | Kings Langley         | 1          | 14 0  | Kings Langley         | 1          | 14 0  |
| Berkhampstead     | 1          | 14 0  | Berkhampstead     | 1          | 14 0  | Berkhampstead         | 1          | 14 0  | Berkhampstead         | 1          | 14 0  |
| Tring             | 1          | 14 0  | Tring             | 1          | 14 0  | Tring                 | 1          | 14 0  | Tring                 | 1          | 14 0  |
| Cheddington       | 1          | 14 0  | Cheddington       | 1          | 14 0  | Cheddington           | 1          | 14 0  | Cheddington           | 1          | 14 0  |
| Aylesbury         | 1          | 14 0  | Aylesbury         | 1          | 14 0  | Aylesbury             | 1          | 14 0  | Aylesbury             | 1          | 14 0  |
| Willesden         | 1          | 14 0  | Willesden         | 1          | 14 0  | Willesden             | 1          | 14 0  | Willesden             | 1          | 14 0  |
| Sudbury           | 1          | 14 0  | Sudbury           | 1          | 14 0  | Sudbury               | 1          | 14 0  | Sudbury               | 1          | 14 0  |
| Harrow            | 1          | 14 0  | Harrow            | 1          | 14 0  | Harrow                | 1          | 14 0  | Harrow                | 1          | 14 0  |
| Pinner            | 1          | 14 0  | Pinner            | 1          | 14 0  | Pinner                | 1          | 14 0  | Pinner                | 1          | 14 0  |
| Bushey            | 1          | 14 0  | Bushey            | 1          | 14 0  | Bushey                | 1          | 14 0  | Bushey                | 1          | 14 0  |
| Watford           | 1          | 14 0  | Watford           | 1          | 14 0  | Watford               | 1          | 14 0  | Watford               | 1          | 14 0  |
| Kings Langley     | 1          | 14 0  | Kings Langley     | 1          | 14 0  | Kings Langley         | 1          | 14 0  | Kings Langley         | 1          | 14 0  |
| Berkhampstead     | 1          | 14 0  | Berkhampstead     | 1          | 14 0  | Berkhampstead         | 1          | 14 0  | Berkhampstead         | 1          | 14 0  |
| Tring             | 1          | 14 0  | Tring             | 1          | 14 0  | Tring                 | 1          | 14 0  | Tring                 | 1          | 14 0  |
| Cheddington       | 1          | 14 0  | Cheddington       | 1          | 14 0  | Cheddington           | 1          | 14 0  | Cheddington           | 1          | 14 0  |
| Aylesbury         | 1          | 14 0  | Aylesbury         | 1          | 14 0  | Aylesbury             | 1          | 14 0  | Aylesbury             | 1          | 14 0  |
| Willesden         | 1          | 14 0  | Willesden         | 1          | 14 0  | Willesden             | 1          | 14 0  | Willesden             | 1          | 14 0  |
| Sudbury           | 1          | 14 0  | Sudbury           | 1          | 14 0  | Sudbury               | 1          | 14 0  | Sudbury               | 1          | 14 0  |
| Harrow            | 1          | 14 0  | Harrow            | 1          | 14 0  | Harrow                | 1          | 14 0  | Harrow                | 1          | 14 0  |
| Pinner            | 1          | 14 0  | Pinner            | 1          | 14 0  | Pinner                | 1          | 14 0  | Pinner                | 1          | 14 0  |
| Bushey            | 1          | 14 0  | Bushey            | 1          | 14 0  | Bushey                | 1          | 14 0  | Bushey                | 1          | 14 0  |
| Watford           | 1          | 14 0  | Watford           | 1          | 14 0  | Watford               | 1          | 14 0  | Watford               | 1          | 14 0  |
| Kings Langley     | 1          | 14 0  | Kings Langley     | 1          | 14 0  | Kings Langley         | 1          | 14 0  | Kings Langley         | 1          | 14 0  |
| Berkhampstead     | 1          | 14 0  | Berkhampstead     | 1          | 14 0  | Berkhampstead         | 1          | 14 0  | Berkhampstead         | 1          | 14 0  |
| Tring             | 1          | 14 0  | Tring             | 1          | 14 0  | Tring                 | 1          | 14 0  | Tring                 | 1          | 14 0  |
| Cheddington       | 1          | 14 0  | Cheddington       | 1          | 14 0  | Cheddington           | 1          | 14 0  | Cheddington           | 1          | 14 0  |
| Aylesbury         | 1          | 14 0  | Aylesbury         | 1          | 14 0  | Aylesbury             | 1          | 14 0  | Aylesbury             | 1          | 14 0  |
| Willesden         | 1          | 14 0  | Willesden         | 1          | 14 0  | Willesden             | 1          | 14 0  | Willesden             | 1          | 14 0  |
| Sudbury           | 1          | 14 0  | Sudbury           | 1          | 14 0  | Sudbury               | 1          | 14 0  | Sudbury               | 1          | 14 0  |
| Harrow            | 1          | 14 0  | Harrow            | 1          | 14 0  | Harrow                | 1          | 14 0  | Harrow                | 1          | 14 0  |
| Pinner            | 1          | 14 0  | Pinner            | 1          | 14 0  | Pinner                | 1          | 14 0  | Pinner                | 1          | 14 0  |
| Bushey            | 1          | 14 0  | Bushey            | 1          | 14 0  | Bushey                | 1          | 14 0  | Bushey                | 1          | 14 0  |
| Watford           | 1          | 14 0  | Watford           | 1          | 14 0  | Watford               | 1          | 14 0  | Watford               | 1          | 14 0  |
| Kings Langley     | 1          | 14 0  | Kings Langley     | 1          | 14 0  | Kings Langley         | 1          | 14 0  | Kings Langley         | 1          | 14 0  |
| Berkhampstead     | 1          | 14 0  | Berkhampstead     | 1          | 14 0  | Berkhampstead         | 1          | 14 0  | Berkhampstead         | 1          | 14 0  |
| Tring             | 1          | 14 0  | Tring             | 1          | 14 0  | Tring                 | 1          | 14 0  | Tring                 | 1          | 14 0  |
| Cheddington       | 1          | 14 0  | Cheddington       | 1          | 14 0  | Cheddington           | 1          | 14 0  | Cheddington           | 1          | 14 0  |
| Aylesbury         | 1          | 14 0  | Aylesbury         | 1          | 14 0  | Aylesbury             | 1          | 14 0  | Aylesbury             | 1          | 14 0  |
| Willesden         | 1          | 14 0  | Willesden         | 1          | 14 0  | Willesden             | 1          | 14 0  | Willesden             | 1          | 14 0  |
| Sudbury           | 1          | 14 0  | Sudbury           | 1          | 14 0  | Sudbury               | 1          | 14 0  | Sudbury               | 1          | 14 0  |
| Harrow            | 1          | 14 0  | Harrow            | 1          | 14 0  | Harrow                | 1          | 14 0  | Harrow                | 1          | 14 0  |
| Pinner            | 1          | 14 0  | Pinner            | 1          | 14 0  | Pinner                | 1          | 14 0  | Pinner                | 1          | 14 0  |
| Bushey            | 1          | 14 0  | Bushey            | 1          | 14 0  | Bushey                | 1          | 14 0  | Bushey                | 1          | 14 0  |
| Watford           | 1          | 14 0  | Watford           | 1          | 14 0  | Watford               | 1          | 14 0  | Watford               | 1          | 14 0  |
| Kings Langley     | 1          | 14 0  | Kings Langley     | 1          | 14 0  | Kings Langley         | 1          | 14 0  | Kings Langley         | 1          | 14 0  |
| Berkhampstead     | 1          | 14 0  | Berkhampstead     | 1          | 14 0  | Berkhampstead         | 1          | 14 0  | Berkhampstead         | 1          | 14 0  |
| Tring             | 1          | 14 0  | Tring             | 1          | 14 0  | Tring                 | 1          | 14 0  | Tring                 | 1          | 14 0  |
| Cheddington       | 1          | 14 0  | Cheddington       | 1          | 14 0  | Cheddington           | 1          | 14 0  | Cheddington           | 1          | 14 0  |
| Aylesbury         | 1          | 14 0  | Aylesbury         | 1          | 14 0  | Aylesbury             | 1          | 14 0  | Aylesbury             | 1          | 14 0  |
| Willesden         | 1          | 14 0  | Willesden         | 1          | 14 0  | Willesden             | 1          | 14 0  | Willesden             | 1          | 14 0  |
| Sudbury           | 1          | 14 0  | Sudbury           | 1          | 14 0  | Sudbury               | 1          | 14 0  | Sudbury               | 1          | 14 0  |
| Harrow            | 1          | 14 0  | Harrow            | 1          | 14 0  | Harrow                | 1          | 14 0  | Harrow                | 1          | 14 0  |
| Pinner            | 1          | 14 0  | Pinner            | 1          | 14 0  | Pinner                | 1          | 14 0  | Pinner                | 1          | 14 0  |
| Bushey            | 1          | 14 0  | Bushey            | 1          | 14 0  | Bushey                | 1          | 14 0  | Bushey                | 1          | 14 0  |
| Watford           | 1          | 14 0  | Watford           | 1          | 14 0  | Watford               | 1          | 14 0  | Watford               | 1          | 14 0  |
| Kings Langley     | 1          | 14 0  | Kings Langley     | 1          | 14 0  | Kings Langley         | 1          | 14 0  | Kings Langley         | 1          | 14 0  |
| Berkhampstead     | 1          | 14 0  | Berkhampstead     | 1          | 14 0  | Berkhampstead         | 1          | 14 0  | Berkhampstead         | 1          | 14 0  |
| Tring             | 1          | 14 0  | Tring             | 1          | 14 0  | Tring                 | 1          | 14 0  | Tring                 | 1          | 14 0  |
| Cheddington       | 1          | 14 0  | Cheddington       | 1          | 14 0  | Cheddington           | 1          | 14 0  | Cheddington           | 1          | 14 0  |
| Aylesbury         | 1          | 14 0  | Aylesbury         | 1          | 14 0  | Aylesbury             | 1          | 14 0  | Aylesbury             | 1          | 14 0  |
| Willesden         | 1          | 14 0  | Willesden         | 1          | 14 0  | Willesden             | 1          | 14 0  | Willesden             | 1          | 14 0  |
| Sudbury           | 1          | 14 0  | Sudbury           | 1          | 14 0  | Sudbury               | 1          | 14 0  | Sudbury               | 1          | 14 0  |
| Harrow            | 1          | 14 0  | Harrow            | 1          | 14 0  | Harrow                | 1          | 14 0  | Harrow                | 1          | 14 0  |
| Pinner            | 1          | 14 0  | Pinner            | 1          | 14 0  | Pinner                | 1          | 14 0  | Pinner                | 1          | 14 0  |
| Bushey            | 1          | 14 0  | Bushey            | 1          | 14 0  | Bushey                | 1          | 14 0  | Bushey                | 1          | 14 0  |
| Watford           | 1          | 14 0  | Watford           | 1          | 14 0  | Watford               | 1          | 14 0  | Watford               | 1          | 14 0  |
| Kings Langley     | 1          | 14 0  | Kings Langley     | 1          | 14 0  | Kings Langley         | 1          | 14 0  | Kings Langley         | 1          | 14 0  |
| Berkhampstead     | 1          | 14 0  | Berkhampstead     | 1          | 14 0  | Berkhampstead         | 1          | 14 0  | Berkhampstead         | 1          | 14 0  |
| Tring             | 1          | 14 0  | Tring             | 1          | 14 0  | Tring                 | 1          | 14 0  | Tring                 | 1          | 14 0  |
| Cheddington       | 1          | 14 0  | Cheddington       | 1          | 14 0  | Cheddington           | 1          | 14 0  | Cheddington           | 1          | 14 0  |
| Aylesbury         | 1          | 14 0  | Aylesbury         | 1          | 14 0  | Aylesbury             | 1          | 14 0  | Aylesbury             | 1          | 14 0  |
| Willesden         | 1          | 14 0  | Willesden         | 1          | 14 0  | Willesden             | 1          | 14 0  | Willesden             | 1          | 14 0  |
| Sudbury           | 1          | 14 0  | Sudbury           | 1          | 14 0  | Sudbury               | 1          | 14 0  | Sudbury               | 1          | 14 0  |
| Harrow            | 1          | 14 0  | Harrow            | 1          | 14 0  | Harrow                | 1          | 14 0  | Harrow                | 1          | 14 0  |
| Pinner            | 1          | 14 0  | Pinner            | 1          | 14 0  | Pinner                | 1          | 14 0  | Pinner                | 1          | 14 0  |
| Bushey            | 1          | 14 0  | Bushey            | 1          | 14 0  | Bushey                | 1          | 14 0  | Bushey                | 1          | 14 0  |
| Watford           | 1          | 14 0  | Watford           | 1          | 14 0  | Watford               | 1          | 14 0  | Watford               | 1          | 14 0  |
| Kings Langley     | 1          | 14 0  | Kings Langley     | 1          | 14 0  | Kings Langley         | 1          | 14 0  | Kings Langley         | 1          | 14 0  |
| Berkhampstead     | 1          | 14 0  | Berkhampstead     | 1          | 14 0  | Berkhampstead         | 1          | 14 0  | Berkhampstead         | 1          | 14 0  |
| Tring             | 1          | 14 0  | Tring             | 1          | 14 0  | Tring                 | 1          | 14 0  | Tring                 | 1          | 14 0  |
| Cheddington       | 1          | 14 0  | Cheddington       | 1          | 14 0  | Cheddington           | 1          | 14 0  | Cheddington           | 1          | 14 0  |
| Aylesbury         | 1          | 14 0  | Aylesbury         | 1          | 14 0  | Aylesbury             | 1          | 14 0  | Aylesbury             | 1          | 14 0  |
| Willesden         | 1          | 14 0  | Willesden         | 1          | 14 0  | Willesden             | 1          | 14 0  | Willesden             | 1          | 14 0  |
| Sudbury           | 1          | 14 0  | Sudbury           | 1          | 14 0  | Sudbury               | 1          | 14 0  | Sudbury               | 1          | 14 0  |
| Harrow            | 1          | 14 0  | Harrow            | 1          | 14 0  | Harrow                | 1          | 14 0  | Harrow                | 1          | 14 0  |
| Pinner            | 1          | 14 0  | Pinner            | 1          | 14 0  | Pinner                | 1          | 14 0  | Pinner                | 1          | 14 0  |
| Bushey            | 1          | 14 0  | Bushey            | 1          | 14 0  | Bushey                | 1          | 14 0  | Bushey                | 1          | 14 0  |
| Watford           | 1          | 14 0  | Watford           | 1          | 14 0  | Watford               | 1          | 14 0  | Watford               | 1          | 14 0  |
| Kings Langley     | 1          | 14 0  | Kings Langley     | 1          | 14 0  | Kings Langley         | 1          | 14 0  | Kings Langley         | 1          | 14 0  |
| Berkhampstead     | 1          | 14 0  | Berkhampstead     | 1          | 14 0  | Berkhampstead         | 1          | 14 0  | Berkhampstead         | 1          | 14 0  |
| Tring             | 1          | 14 0  | Tring             | 1          | 14 0  | Tring                 | 1          | 14 0  | Tring                 | 1          | 14 0  |
| Cheddington       | 1          | 14 0  | Cheddington       | 1          | 14 0  | Cheddington           | 1          | 14 0  | Cheddington           | 1          | 14 0  |
| Aylesbury         | 1          | 14 0  | Aylesbury         | 1          | 14 0  | Aylesbury             | 1          | 14 0  | Aylesbury             | 1          | 14 0  |
| Willesden         | 1          | 14 0  | Willesden         | 1          | 14 0  | Willesden             | 1          | 14 0  | Willesden             | 1          | 14 0  |
| Sudbury           | 1          | 14 0  | Sudbury           | 1          | 14 0  | Sudbury               | 1          | 14 0  | Sudbury               | 1          | 14 0  |
| Harrow            | 1          | 14 0  | Harrow            | 1          | 14 0  | Harrow                | 1          | 14 0  | Harrow                | 1          | 14 0  |
| Pinner            | 1          | 14 0  | Pinner            | 1          | 14 0  | Pinner                | 1          | 14 0  | Pinner                | 1          | 14 0  |
| Bushey            | 1          | 14 0  | Bushey            | 1          | 14 0  | Bushey                | 1          | 14 0  | Bushey                | 1          | 14 0  |
| Watford           | 1          | 14 0  | Watford           | 1          | 14 0  | Watford               | 1          | 14 0  | Watford               | 1          | 14 0  |
| Kings Langley     | 1          | 14 0  | Kings Langley     | 1          | 14 0  | Kings Langley         | 1          | 14 0  | Kings Langley         | 1          | 14 0  |
| Berkhampstead     | 1          | 14 0  | Berkhampstead     | 1          | 14 0  | Berkhampstead         | 1          | 14 0  | Berkhampstead         | 1          | 14 0  |
| Tring             | 1          | 14 0  | Tring             | 1          | 14 0  | Tring                 | 1          | 14 0  | Tring                 | 1          | 14 0  |
| Cheddington       | 1          | 14 0  | Cheddington       | 1          | 14 0  | Cheddington           | 1          | 14 0  | Cheddington           | 1          | 14 0  |
| Aylesbury         | 1          | 14 0  | Aylesbury         | 1          | 14 0  | Aylesbury             | 1          | 14 0  | Aylesbury             | 1          | 14 0  |
| Willesden         | 1          | 14 0  | Willesden         | 1          | 14 0  | Willesden             | 1          | 14 0  | Willesden             | 1          | 14 0  |
| Sudbury           | 1          | 14 0  | Sudbury           | 1          | 14 0  | Sudbury               | 1          | 14 0  | Sudbury               | 1          | 14 0  |
| Harrow            | 1          | 14 0  | Harrow            | 1          | 14 0  | Harrow                | 1          | 14 0  | Harrow                | 1          | 14 0  |
| Pinner            | 1          | 14 0  | Pinner            | 1          | 14 0  | Pinner                | 1          | 14 0  | Pinner                | 1          | 14 0  |
| Bushey            | 1          | 14 0  | Bushey            | 1          | 14 0  | Bushey                | 1          | 14 0  | Bushey                | 1          | 14 0  |
| Watford           | 1          | 14 0  | Watford           | 1          | 14 0  | Watford               | 1          | 14 0  | Watford               | 1          | 14 0  |
| Kings Langley     | 1          | 14 0  | Kings Langley     | 1          | 14 0  | Kings Langley         | 1          | 14 0  | Kings Langley         | 1          | 14 0  |
| Berkhampstead     | 1          | 14 0  | Berkhampstead     | 1          | 14 0  | Berkhampstead         | 1          | 14 0  | Berkhampstead         | 1          | 14 0  |
| Tring             | 1          | 14 0  | Tring             | 1          | 14 0  | Tring                 | 1          | 14 0  | Tring                 | 1          | 14 0  |
| Cheddington       | 1          | 14 0  | Cheddington       | 1          | 14 0  | Cheddington           | 1          | 14 0  | Cheddington           | 1          | 14 0  |
| Aylesbury         | 1          | 14 0  | Aylesbury         | 1          | 14 0  | Aylesbury             | 1          | 14 0  | A                     |            |       |



# **Midland West Branch.** **BIRMINGHAM & DERBY to BURTON & TAMWORTH.**

| Mls. from<br>Birmingham | DOWN TRAINS.                       | Week Days.    |                 |                 |                 |               |                 |                 |                |                 |                 | Sundays.       |                 |                 | FARES<br>from<br>BIRMINGHAM |               |               |
|-------------------------|------------------------------------|---------------|-----------------|-----------------|-----------------|---------------|-----------------|-----------------|----------------|-----------------|-----------------|----------------|-----------------|-----------------|-----------------------------|---------------|---------------|
|                         |                                    | 1             | 2               | 3               | 4               | 5             | 6               | 7               | 8              | 9               | 10              | 1              | 2               | 3               | 1st                         | 2nd           | 3rd           |
|                         |                                    | 1 & 2<br>mail | 1,2,3<br>class. | 1 & 2<br>class. | 1 & 2<br>class. | 4th<br>class. | 1 & 2<br>class. | 1,2,3<br>class. | 1 & 2<br>Mail. | 1,2,4<br>class. | 1,2,4<br>class. | 1 & 2<br>Mail. | 1,2,4<br>class. | 1,2,4<br>class. | 1st<br>class.               | 2nd<br>class. | 3rd<br>class. |
|                         | <b>Birmingham to Derby.</b>        |               |                 |                 |                 |               |                 |                 |                |                 |                 |                |                 |                 |                             |               |               |
|                         | Departure from                     | a.m.          | a.m.            | a.m.            | a.m.            | p.m.          | a.m.            | p.m.            | a.m.           | a.m.            | a.m.            | a.m.           | a.m.            | a.m.            | s. d.                       | s. d.         | s. d.         |
| —                       | <b>LONDON</b> .....                | ..            | ..              | 6 15            | 7 18            | ..            | ..              | 11 0            | 12 30          | ..              | ..              | ..             | ..              | ..              | ..                          | ..            | ..            |
| —                       | <b>Coventry</b> .....              | ..            | ..              | 10 0            | 11 55           | ..            | ..              | 2 52            | 4 40           | ..              | ..              | ..             | ..              | ..              | ..                          | ..            | ..            |
| —                       | <b>Hampton</b> .....               | ..            | ..              | 10 30           | 1 21            | 1 21          | 3 45            | 6 0             | ..             | ..              | ..              | ..             | ..              | ..              | ..                          | ..            | ..            |
| 54                      | <b>Colehill, arrival</b> .....     | ..            | ..              | 10 40           | 1 31            | 1 31          | 3 55            | 6 10            | ..             | ..              | ..              | ..             | ..              | ..              | ..                          | ..            | ..            |
|                         | <b>Birmingham</b> .....            | 12 34         | 7 0             | 10 30           | 1 30            | 2 0           | 3 45            | 6 0             | 12 34          | 8 0             | 6 30            | ..             | ..              | ..              | 1 00                        | 9 0           | 6             |
| 44                      | <b>Castle Bromwich</b> .....       | ..            | 7 10            | ..              | ..              | 2 15          | ..              | 6 9             | ..             | ..              | ..              | ..             | ..              | ..              | 1 01                        | 00            | 9             |
| 63                      | <b>Water Orton</b> .....           | ..            | 7 15            | ..              | ..              | 2 25          | ..              | 6 14            | ..             | 8 13            | 6 43            | ..             | ..              | ..              | 2 01                        | 6 0           | 9             |
| 84                      | <b>Forge Mills</b> .....           | ..            | 7 19            | 10 46           | ..              | 2 31          | 4 2             | 6 18            | ..             | 8 20            | 6 48            | ..             | ..              | ..              | 2 61                        | 61            | 0             |
| 10                      | <b>Whitacre Junc.</b> .....        | ..            | 7 25            | 10 50           | 1 50            | 2 40          | 4 10            | 6 23            | ..             | 8 25            | 6 53            | ..             | ..              | ..              | 2 62                        | 61            | 0             |
| 114                     | <b>Kingsbury</b> .....             | ..            | 7 30            | ..              | ..              | 2 45          | ..              | 6 30            | ..             | 8 30            | 7 0             | ..             | ..              | ..              | 2 62                        | 61            | 0             |
| 154                     | <b>Wilnecote &amp; Fazly</b> ..... | ..            | 7 40            | ..              | ..              | 2 57          | 4 23            | 6 40            | ..             | 8 42            | 7 10            | ..             | ..              | ..              | 3 62                        | 61            | 6             |
| 174                     | <b>Tamworth</b> .....              | 1 10          | 7 45            | 11 10           | 2 10            | 3 5           | 4 30            | 6 45            | 1 10           | 8 47            | 7 15            | ..             | ..              | ..              | 4 03                        | 01            | 6             |
| 234                     | <b>Oakley &amp; Alrewas</b> .....  | ..            | 8 0             | 11 25           | 2 25            | 3 30          | 4 45            | 7 0             | ..             | 9 2             | 7 30            | ..             | ..              | ..              | 5 04                        | 02            | 9             |
| 254                     | <b>Barton &amp; Walton</b> .....   | ..            | 8 10            | 11 35           | 2 33            | 3 40          | 4 52            | 7 10            | ..             | 9 10            | 7 40            | ..             | ..              | ..              | 6 04                        | 02            | 3             |
| 304                     | <b>Burton</b> .....                | 1 42          | 8 20            | 11 45           | 2 45            | 3 56          | 5 0             | 7 20            | 1 42           | 9 22            | 7 50            | ..             | ..              | ..              | 6 65                        | 02            | 9             |
| 344                     | <b>Willington</b> .....            | ..            | 8 35            | 11 58           | ..              | 4 10          | ..              | 7 33            | ..             | 9 35            | 8 3             | ..             | ..              | ..              | 7 05                        | 93            | 0             |
| 414                     | <b>DERBY arrival</b> .....         | 2 19          | 9 0             | 12 15           | 3 10            | 4 45          | 5 40            | 8 0             | 2 19           | 10 0            | 8 20            | ..             | ..              | ..              | 9 06                        | 63            | 6             |

| Mls. | UP TRAINS.                         | Week Days.      |                 |                 |                 |                 |                 |                 |                 |                 |                 | Sundays.        |                 |                 | FARES<br>FROM DERBY. |               |               |
|------|------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------------|---------------|---------------|
|      |                                    | 1               | 2               | 3               | 4               | 5               | 6               | 7               | 8               | 9               | 10              | 1               | 2               | 3               | 1st                  | 2nd           | 3rd           |
|      |                                    | 1,2,3<br>class. | 1 & 2<br>class. | 1,2,4<br>class. | 1 & 2<br>class. | 1,2,3<br>class. | 1 & 2<br>class. | 1 & 2<br>class. | 1 & 2<br>class. | 1,2,4<br>class. | 1 & 2<br>class. | 1 & 2<br>class. | 1,2,4<br>class. | 1 & 2<br>class. | 1st<br>class.        | 2nd<br>class. | 3rd<br>class. |
|      | <b>Derby to Birmingham</b>         |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |                      |               |               |
|      | Departure from                     | a.m.            | a.m.            | a.m.            | p.m.            | p.m.            | p.m.            | p.m.            | a.m.            | p.m.            | p.m.            | a.m.            | p.m.            | p.m.            | s. d.                | s. d.         | s. d.         |
| 64   | <b>DERBY</b> .....                 | 8 15            | 10 30           | 11 20           | 2 0             | 4 15            | 8 15            | 11 15           | 8 0             | 6 50            | 11 15           | ..              | ..              | ..              | 1 61                 | 00            | 9             |
| 11   | <b>Willington</b> .....            | 8 30            | ..              | 11 40           | ..              | 4 30            | 8 30            | ..              | 8 15            | 7 0             | ..              | ..              | ..              | ..              | 2 61                 | 91            | 0             |
| 15   | <b>Burton</b> .....                | 8 40            | 10 55           | 11 50           | 2 25            | 4 40            | 8 40            | 11 35           | 8 25            | 7 10            | 11 25           | ..              | ..              | ..              | 3 62                 | 61            | 8             |
| 174  | <b>Oakley &amp; Alrewas</b> .....  | 8 53            | 11 5            | 12 10           | ..              | 4 50            | 8 53            | ..              | 8 35            | 7 20            | ..              | ..              | ..              | ..              | 4 03                 | 01            | 6             |
| 24   | <b>Tamworth</b> .....              | 9 0             | 11 15           | 12 20           | 2 40            | 4 58            | 9 0             | ..              | 8 45            | 7 30            | ..              | ..              | ..              | ..              | 5 04                 | 02            | 0             |
| 254  | <b>Wilnecote &amp; Fazly</b> ..... | 9 15            | 11 30           | 12 42           | 2 55            | 5 15            | 9 15            | 12 3            | 9 0             | 7 48            | 12 3            | ..              | ..              | ..              | 5 64                 | 32            | 3             |
| 298  | <b>Kingsbury</b> .....             | 9 20            | ..              | 12 50           | ..              | 5 20            | 9 20            | ..              | 9 5             | 7 51            | ..              | ..              | ..              | ..              | 6 65                 | 02            | 6             |
| 314  | <b>Whitacre Junc.</b> .....        | 9 30            | ..              | 1 5             | ..              | 5 30            | 9 30            | ..              | 9 15            | 8 0             | ..              | ..              | ..              | ..              | 7 05                 | 32            | 9             |
| 33   | <b>Forge Mills</b> .....           | 9 35            | 11 45           | 1 10            | 3 15            | 5 35            | 9 35            | ..              | 9 20            | 8 10            | ..              | ..              | ..              | ..              | 7 05                 | 02            | 9             |
| 344  | <b>Water Orton</b> .....           | 9 40            | 11 50           | 1 15            | ..              | 5 40            | 9 40            | ..              | 9 25            | 8 16            | ..              | ..              | ..              | ..              | 7 65                 | 93            | 0             |
| 37   | <b>Castle Bromwich</b> .....       | 9 45            | ..              | 1 20            | ..              | 5 45            | ..              | ..              | 9 30            | 8 20            | ..              | ..              | ..              | ..              | 8 06                 | 03            | 7             |
| 414  | <b>Birmingham</b> .....            | 9 50            | ..              | 1 29            | ..              | 5 50            | 9 50            | ..              | 9 35            | 8 20            | ..              | ..              | ..              | ..              | 9 06                 | 63            | 6             |
| 334  | <b>Colehill</b> .....              | 10 20           | 12 30           | 1 50            | 3 50            | 6 10            | 10 15           | 1 0             | 10 0            | 8 40            | 1 0             | ..              | ..              | ..              | 7 65                 | 63            | 0             |
| 384  | <b>Hampton</b> .....               | 9 40            | 11 50           | ..              | 3 20            | ..              | ..              | ..              | ..              | ..              | ..              | ..              | ..              | ..              | 8 66                 | 61            | 8             |
| 474  | <b>Coventry</b> .....              | 10 10           | 12 10           | ..              | 3 45            | ..              | ..              | ..              | ..              | ..              | ..              | ..              | ..              | ..              | ..                   | ..            | ..            |
|      | <b>LONDON</b> .....                | 11 14           | 12 49           | ..              | 4 44            | ..              | ..              | ..              | ..              | ..              | ..              | ..              | ..              | ..              | ..                   | ..            | ..            |
|      |                                    | 2 45            | 5 0             | ..              | 8 45            | ..              | ..              | ..              | ..              | ..              | ..              | ..              | ..              | ..              | ..                   | ..            | ..            |

London Time is kept at all the stations.

DAY TICKETS, at a reduction of one-third on the double journey, are issued to first and second class Passengers, but on no account to be transferred. A portion of the ticket will be cut off on being exhibited at the completion of the first journey. On returning, the passenger will require it re-stamped before entering the carriage, without which it will not be allowed. Day Tickets will only be available as such on the days on which they are issued, except those taken out on Saturday, which will be available on the Sunday and Monday following. These tickets are issued, or passengers may return with them, by all except the Express and Parliamentary trains.

**Tamworth.**—A Coach leaves Lichfield every morning, (except Sunday,) at 8 o'clock, and arrives in time for the No. 1 up train. Derby; and returns to Lichfield on the arrival of the No. 4 down train.

Chairman, G. Hudson. **MIDLAND, NORTH & SOUTH BRANCHES.—DERBY, LEEDS, & SHEFFIELD.** Sec., J. F. Bell.

| DOWN TRAINS. |                        | 1               | 2                | 3                 | 4               | 5               | 6              | 7             | 8            | 9               | 10             | 11              | Sundays.   |             |             |             |             | Fares from Rugby |                          |                              |           |       |
|--------------|------------------------|-----------------|------------------|-------------------|-----------------|-----------------|----------------|---------------|--------------|-----------------|----------------|-----------------|------------|-------------|-------------|-------------|-------------|------------------|--------------------------|------------------------------|-----------|-------|
| Miles        | Rugby to Leeds.        | 1, 2, 3<br>Mail | 1, 2, 3<br>class | 1, 2, 3<br>class. | 1 & 2<br>class. | 1 & 2<br>class. | 1 & 2<br>Past. | 1 & 2<br>Mail | 4th<br>class | 1 & 2<br>class. | 1 & 2<br>class | 1 & 2<br>class. | 12<br>Mail | 13<br>class | 14<br>class | 15<br>class | 16<br>class | 17<br>class      | Mail & Fast<br>1st class | Ordinary Trains<br>2nd class | 3rd class |       |
| —            | DEPART FROM            | p.m.            | a.m.             | a.m.              | a.m.            | a.m.            | a.m.           | a.m.          | a.m.         | noon.           | p.m.           | p.m.            | p.m.       | p.m.        | a.m.        | a.m.        | a.m.        | p.m.             | p.m.                     | s. d.                        | s. d.     | s. d. |
| —            | London                 | 9 0             | ..               | ..                | 6 15            | 9 25            | 9 10           | 10 30         | 7 0          | 12 0            | 4 0            | 5 30            | 9 0        | ..          | ..          | ..          | ..          | ..               | ..                       | ..                           | ..        |       |
| 7 1/2        | Rugby                  | 12 5            | ..               | ..                | 6 45            | 9 50            | 11 45          | 12 10         | 1 30         | 1 40            | 3 20           | 6 50            | 8 50       | 12 5        | ..          | 7 30        | 1 0         | ..               | 6 0                      | ..                           | ..        |       |
| 11           | Willesthorpe           | ..              | ..               | ..                | 7 6             | 10 10           | ..             | ..            | 1 45         | 2 0             | 3 35           | 7 10            | 9 10       | ..          | ..          | 7 50        | 1 20        | ..               | 6 20                     | ..                           | 2 0       |       |
| 14 1/2       | Broughton-Astley       | ..              | ..               | ..                | 7 15            | ..              | ..             | ..            | ..           | 2 15            | 3 45           | ..              | ..         | ..          | ..          | 8 0         | ..          | ..               | 6 30                     | ..                           | 2 6       |       |
| 16 1/2       | Countesthorpe          | ..              | ..               | ..                | 7 23            | 10 25           | ..             | ..            | ..           | 2 22            | ..             | ..              | ..         | ..          | ..          | 8 0         | ..          | ..               | 6 35                     | ..                           | 3 6       |       |
| 20           | Wigston                | ..              | ..               | ..                | 7 30            | ..              | ..             | ..            | ..           | 2 30            | 4 0            | ..              | ..         | ..          | ..          | 8 12        | ..          | ..               | 6 42                     | ..                           | 3 6       |       |
| 24 1/2       | Leicester              | 12 50           | ..               | ..                | 7 45            | 10 45           | ..             | 12 45         | 2 15         | 2 45            | 4 15           | 7 40            | 9 40       | 12 50       | ..          | 8 30        | 1 45        | ..               | 7 0                      | 5 0                          | 6 4       |       |
| 28 1/2       | Syston                 | ..              | ..               | ..                | 7 55            | 10 55           | ..             | ..            | 2 25         | 3 3             | 4 27           | 7 50            | 9 50       | ..          | ..          | 8 45        | 1 55        | ..               | 7 15                     | ..                           | 5 6       |       |
| 30           | Sileby                 | ..              | ..               | ..                | 8 2             | 11 3            | ..             | ..            | ..           | 3 15            | 4 35           | ..              | ..         | ..          | ..          | 8 54        | ..          | ..               | 7 24                     | ..                           | 6 0       |       |
| 32 1/2       | Barrow                 | ..              | ..               | ..                | 8 8             | ..              | ..             | ..            | ..           | 3 24            | 4 40           | ..              | ..         | ..          | ..          | 9 2         | ..          | ..               | 7 32                     | ..                           | 6 6       |       |
| 37 1/2       | Loughborough           | 1 29            | ..               | ..                | 8 15            | 11 16           | ..             | ..            | 2 45         | 3 33            | 4 45           | 8 6             | 10 10      | 1 29        | ..          | 9 10        | 2 15        | ..               | 7 40                     | 8 0                          | 6 7       |       |
| 41 1/2       | Kegworth               | 1 42            | ..               | ..                | 8 29            | 11 30           | ..             | ..            | 2 55         | 3 50            | 5 0            | 8 16            | 10 20      | 1 42        | ..          | 9 22        | 2 30        | ..               | 7 52                     | 9 0                          | 6 8       |       |
| 44 1/2       | Long-Eaton             | ..              | ..               | ..                | 8 50            | 11 45           | ..             | ..            | ..           | 4 10            | 5 15           | ..              | ..         | ..          | ..          | 9 45        | ..          | ..               | 8 15                     | ..                           | 9 0       |       |
| 47 1/2       | Beeston                | ..              | ..               | ..                | 9 0             | 11 50           | ..             | ..            | ..           | 4 22            | 5 25           | ..              | ..         | ..          | ..          | 9 53        | ..          | ..               | 8 23                     | ..                           | 9 6       |       |
| 47 1/2       | Nottingham             | arr. 2 19       | ..               | ..                | 9 10            | 12 5            | ..             | ..            | 3 40         | 4 40            | 5 45           | 8 50            | 11 0       | 2 19        | ..          | 10 0        | 3 10        | ..               | 8 30                     | 13 0                         | 8 6       |       |
| 42 1/2       | Sawley                 | ..              | ..               | ..                | 8 44            | ..              | ..             | ..            | ..           | 4 10            | 5 13           | ..              | ..         | ..          | ..          | 9 40        | ..          | ..               | 8 10                     | ..                           | 9 0       |       |
| 45 1/2       | Borrowash              | ..              | ..               | ..                | 8 53            | ..              | ..             | ..            | ..           | 4 22            | 5 20           | ..              | ..         | ..          | ..          | 9 50        | ..          | ..               | 8 20                     | ..                           | 10 0      |       |
| 46 1/2       | Spondon                | ..              | ..               | ..                | ..              | ..              | ..             | ..            | ..           | 4 30            | 5 25           | ..              | ..         | ..          | ..          | ..          | ..          | ..               | 8 20                     | ..                           | 10 0      |       |
| 49 1/2       | Derby                  | arrival 2 19    | ..               | ..                | 9 10            | 12 5            | ..             | 1 50          | 3 40         | 4 45            | 5 40           | 8 45            | 11 0       | 2 19        | ..          | 10 0        | 3 10        | ..               | 8 30                     | 13 0                         | 8 6       |       |
| 51 1/2       | Derby                  | departure 2 34  | 6 0              | 9 20              | 12 30           | ..              | ..             | 2 54          | 4 05         | 5 0             | 6 0            | 9 0             | ..         | ..          | 2 34        | 6 45        | ..          | ..               | 3 45                     | 5 0                          | 6 4       |       |
| 54 1/2       | Duffield               | ..              | ..               | ..                | 6 9             | 9 32            | ..             | ..            | ..           | 5 15            | ..             | ..              | ..         | ..          | ..          | 6 54        | ..          | ..               | ..                       | 5 9                          | 6 6       |       |
| 7 1/2        | Belper                 | ..              | ..               | ..                | 6 17            | 9 38            | 12 45          | ..            | ..           | 4 13            | 5 21           | 6 20            | 9 15       | ..          | ..          | 7 2         | ..          | ..               | 3 58                     | 17                           | 0 6       |       |
| 10 1/2       | Ambergate              | ..              | ..               | ..                | 6 28            | 9 47            | 12 55          | ..            | ..           | 4 23            | 5 31           | 6 2             | ..         | ..          | ..          | 7 13        | ..          | ..               | 4 8                      | 5 28                         | 0 6       |       |
| 14           | Wingfield              | ..              | ..               | ..                | 6 40            | 9 57            | ..             | ..            | ..           | 4 30            | 5 41           | 6 37            | ..         | ..          | ..          | 7 25        | ..          | ..               | 4 19                     | 5 40                         | 1 3       |       |
| 17 1/2       | Stretton               | ..              | ..               | ..                | 6 50            | 10 4            | ..             | ..            | ..           | 5 5             | ..             | ..              | ..         | ..          | ..          | 7 36        | ..          | ..               | 5 50                     | ..                           | 3 0       |       |
| 20 1/2       | Clay Cross             | ..              | ..               | ..                | 6 58            | 10 10           | ..             | ..            | ..           | 6 0             | ..             | ..              | ..         | ..          | ..          | 7 43        | ..          | ..               | 5 58                     | ..                           | 4 0       |       |
| 24 1/2       | Chesterfield           | 3 21            | 7 8              | 10 25             | 1 30            | ..              | ..             | 2 45          | 4 45         | 6 15            | 7 0            | 9 45            | ..         | ..          | 3 21        | 7 53        | ..          | ..               | 4 42                     | 6 8                          | 6 6       |       |
| 27 1/2       | Staveley               | ..              | ..               | ..                | 7 17            | 10 35           | 1 37           | ..            | ..           | 6 25            | ..             | ..              | ..         | ..          | ..          | 8 2         | ..          | ..               | 6 17                     | ..                           | 6 4       |       |
| 30 1/2       | Eckington              | ..              | ..               | ..                | 7 23            | 10 42           | 1 45           | ..            | ..           | 5 0             | 6 35           | 7 15            | ..         | ..          | ..          | 8 8         | ..          | ..               | 6 23                     | ..                           | 6 6       |       |
| 35 1/2       | Woodhouse Mill         | ..              | ..               | ..                | 7 34            | 10 55           | ..             | ..            | ..           | 6 50            | ..             | ..              | ..         | ..          | ..          | 8 19        | ..          | ..               | 4 56                     | 6 23                         | 6 0       |       |
| 40           | Masbro'                | 3 55            | 7 45             | 11 15             | 2 10            | ..              | ..             | 3 20          | 5 20         | 7 10            | 7 40           | 10 20           | ..         | ..          | 3 55        | 8 30        | ..          | ..               | 5 16                     | 6 45                         | 6 6       |       |
| 45           | Sheffield              | arrival 4 20    | 8 10             | 11 35             | 2 40            | ..              | ..             | 3 40          | 5 45         | 7 30            | 8 0            | 10 45           | ..         | ..          | 4 20        | 9 10        | ..          | ..               | 5 45                     | 7 0                          | 6 7       |       |
| 45           | Sheffield              | depart. 3 30    | 7 20             | 10 45             | 1 40            | ..              | ..             | 2 50          | 4 50         | 6 45            | 7 15           | 9 50            | ..         | ..          | 3 30        | 8 0         | ..          | ..               | 4 50                     | 6 15                         | 6 4       |       |
| 47           | Swinton, for Doncaster | ..              | 8 1              | 11 30             | 2 25            | ..              | ..             | ..            | 5 35         | 7 25            | 7 53           | ..              | ..         | ..          | 8 50        | ..          | ..          | ..               | 5 34                     | 7 1                          | 6 4       |       |
| 47           | Wath                   | ..              | 8 8              | ..                | 2 30            | ..              | ..             | ..            | ..           | 7 31            | 7 58           | ..              | ..         | ..          | 8 56        | ..          | ..          | ..               | 7 8                      | ..                           | 9 7       |       |
| 49           | Darfield               | ..              | 8 15             | 11 40             | ..              | ..              | ..             | ..            | ..           | 7 38            | 8 3            | ..              | ..         | ..          | 9 2         | ..          | ..          | ..               | 7 15                     | ..                           | 10 7      |       |
| 53 1/2       | Barnsley               | 4 31            | 8 28             | 11 50             | 2 45            | ..              | ..             | ..            | 5 50         | 7 50            | 8 13           | ..              | ..         | ..          | 4 31        | 9 15        | ..          | ..               | 5 27                     | 28                           | 6 9       |       |
| 56 1/2       | Royston and Notton     | ..              | 8 39             | ..                | ..              | ..              | ..             | ..            | ..           | 8 0             | 8 20           | ..              | ..         | ..          | 9 26        | ..          | ..          | ..               | 7 39                     | ..                           | 11 9      |       |
| 60 1/2       | Cakenshaw              | 4 55            | 8 49             | 12 5              | 3 0             | ..              | ..             | ..            | 6 10         | 8 15            | 8 30           | ..              | ..         | ..          | 4 55        | 9 38        | ..          | ..               | 6 10                     | 49                           | 10 5      |       |
| 63 1/2       | Normanton              | 5 6             | 9 0              | 12 20             | 3 15            | 2 50            | ..             | ..            | 4 56         | 20 8            | 25 8           | 40 11           | 0          | ..          | 5 6         | 9 50        | ..          | ..               | 6 25                     | 8 0                          | 16 6      |       |
| 66 1/2       | Methley                | ..              | 9 10             | 12 25             | 3 25            | ..              | ..             | ..            | 4 10         | 6 30            | 8 35           | 8 50            | ..         | ..          | ..          | 10 0        | ..          | ..               | 6 35                     | 8 10                         | 14 0      |       |
| 68           | Woodlesford            | ..              | 9 15             | 12 30             | 3 30            | ..              | ..             | ..            | 4 15         | 6 35            | 8 40           | 8 55            | ..         | ..          | ..          | 10 5        | ..          | ..               | 6 40                     | 8 15                         | 14 6      |       |
| 73           | Leeds                  | arrival 5 46    | 9 30             | 12 50             | 3 50            | 3 15            | ..             | ..            | 4 25         | 6 50            | 9 0            | 9 15            | 11 30      | ..          | ..          | 5 46        | 10 25       | ..               | ..                       | 6 58                         | 30        | 16 0  |

From Derby



**Midland North & South Branches.—DERBY, LEEDS, LEICESTER, RUGBY, & SHEFFIELD.**

| Mls. | UP TRAINS.<br>Leeds to Rugby. | 1 & 2           | 2              | 3               | 4                 | 5             | 6               | 7               | 8               | 9              | 10              | 11                    | 12                | 13             | Sundays.       |                      |                      |                 | Fares from Leeds                       |                                          |                      |                      |                      |       |
|------|-------------------------------|-----------------|----------------|-----------------|-------------------|---------------|-----------------|-----------------|-----------------|----------------|-----------------|-----------------------|-------------------|----------------|----------------|----------------------|----------------------|-----------------|----------------------------------------|------------------------------------------|----------------------|----------------------|----------------------|-------|
|      |                               | 1 & 2<br>Class. | 1 & 2<br>Mail. | 1 & 2<br>Class. | 1, 2, 3<br>Class. | 4th<br>Class. | 1 & 2<br>Class. | 1 & 2<br>Class. | 1 & 2<br>Class. | 1 & 2<br>Fast. | 1 & 2<br>Class. | 1, 2, 3<br>Exp. 1cls. | 1, 2, 3<br>Class. | 1 & 2<br>Mail. | 1 & 2<br>Mail. | 1, 2, 3, 4<br>Class. | 1, 2, 3, 4<br>Class. | 1 & 2<br>Class. | Mail or<br>Fast Train<br>1 cls. 2 cls. | Ordinary Trains.<br>1 cls. 2 cls. 3 cls. | 1 cls. 2 cls. 3 cls. | 1 cls. 2 cls. 3 cls. | 1 cls. 2 cls. 3 cls. |       |
|      | DEPART FROM                   | a.m.            | a.m.           | a.m.            | a.m.              | a.m.          | a.m.            | a.m.            | a.m.            | p.m.           | p.m.            | p.m.                  | p.m.              | p.m.           | a.m.           | a.m.                 | p.m.                 | p.m.            | s. d.                                  | s. d.                                    | s. d.                | s. d.                | s. d.                | s. d. |
| 5    | Leeds                         | 1 30            | 3 30           | ..              | ..                | 6 0           | 7 30            | 10 20           | ..              | 12 15          | 12 20           | 2 50                  | 4 0               | 7 50           | 3 30           | 7 30                 | 3 0                  | 7 50            | ..                                     | ..                                       | ..                   | ..                   | ..                   | ..    |
| 6 2  | Woodlesford arr. at           | ..              | ..             | ..              | ..                | 6 13          | 7 40            | 10 30           | ..              | ..             | 12 30           | 2 50                  | 4 5               | 8 0            | ..             | 7 38                 | 3 8                  | 8 0             | 1 0                                    | 1 0                                      | 1 0                  | 0 9                  | 0 6                  |       |
| 9 2  | Methley                       | ..              | ..             | ..              | ..                | 6 18          | ..              | 10 35           | ..              | ..             | 12 36           | ..                    | 4 13              | ..             | ..             | 7 43                 | 3 13                 | ..              | ..                                     | ..                                       | 1 6                  | 1 0                  | 0 6                  |       |
| 12 2 | Normanton                     | 2 0             | 4 0            | ..              | ..                | 6 40          | 7 55            | 10 45           | 11 0            | 12 40          | 12 50           | 3 20                  | 4 25              | 8 15           | 4 0            | 7 54                 | 3 24                 | 8 15            | 2 6                                    | 1 6                                      | 2 6                  | 1 6                  | 1 0                  |       |
| 16 2 | Oakenshaw                     | ..              | 4 7            | ..              | ..                | 6 50          | 8 2             | 10 53           | ..              | ..             | 1 0             | ..                    | 4 41              | 8 22           | 4 7            | 8 11                 | 3 41                 | 8 22            | 3 6                                    | 2 0                                      | 3 0                  | 2 0                  | 1 3                  |       |
| 19 2 | Royston & Notton              | ..              | ..             | ..              | ..                | 7 0           | ..              | ..              | ..              | ..             | ..              | ..                    | 4 53              | ..             | ..             | 8 23                 | 3 53                 | ..              | ..                                     | ..                                       | 3 6                  | 2 9                  | 1 6                  |       |
| 24 2 | Barnsley                      | ..              | 4 28           | ..              | ..                | 7 10          | 8 17            | 11 10           | ..              | ..             | 1 20            | ..                    | 5 2               | 8 40           | 4 28           | 8 32                 | 4 2                  | 8 40            | 5 0                                    | 3 0                                      | 4 6                  | 3 3                  | 1 9                  |       |
| 29 2 | Darfield                      | ..              | ..             | ..              | ..                | 7 22          | ..              | 11 20           | ..              | ..             | ..              | ..                    | 5 13              | ..             | ..             | 8 43                 | 4 13                 | ..              | ..                                     | ..                                       | 5 0                  | 4 0                  | 2 0                  |       |
| 26   | Wath                          | ..              | ..             | ..              | ..                | 7 28          | ..              | ..              | ..              | ..             | 1 35            | ..                    | 5 18              | ..             | ..             | 8 48                 | 4 18                 | ..              | ..                                     | ..                                       | 5 6                  | 4 3                  | 2 3                  |       |
| 28   | Swinton (for Donc.)           | ..              | ..             | ..              | ..                | 7 34          | 8 33            | 11 30           | ..              | ..             | 1 40            | ..                    | 5 25              | 8 55           | ..             | 8 55                 | 4 25                 | 8 55            | 7 6                                    | 5 0                                      | 6 0                  | 4 6                  | 2 6                  |       |
| 33   | Masbro'                       | 2 50            | 4 55           | ..              | 6 45              | 7 50          | 8 45            | 11 50           | 12 0            | 1 20           | 2 0             | ..                    | 5 40              | 9 12           | 4 55           | 9 9                  | 4 39                 | 9 12            | 9 0                                    | 5 0                                      | 7 0                  | 5 6                  | 2 9                  |       |
| 38   | Sheffield { arrival<br>dep.   | ..              | ..             | ..              | 6 20              | 7 20          | 8 20            | 11 20           | ..              | 12 55          | 1 40            | ..                    | 6 10              | 9 30           | ..             | 9 40                 | 5 10                 | 9 30            | 10 6                                   | 7 0                                      | 8 0                  | 6 3                  | 3 3                  |       |
| 37 2 | Woodhouse Mill                | ..              | ..             | ..              | 7 5               | 8 5           | ..              | ..              | ..              | ..             | ..              | ..                    | 5 59              | ..             | ..             | 9 29                 | 4 59                 | ..              | ..                                     | ..                                       | 8 0                  | 6 3                  | 3 3                  |       |
| 42 2 | Eckington                     | ..              | ..             | ..              | 7 20              | 8 20          | 9 8             | 12 10           | ..              | ..             | 2 30            | ..                    | 6 14              | ..             | ..             | 9 44                 | 5 14                 | ..              | ..                                     | ..                                       | 9 0                  | 7 0                  | 3 9                  |       |
| 45 2 | Staveley                      | ..              | ..             | ..              | 7 28              | 8 30          | ..              | ..              | ..              | ..             | 2 37            | ..                    | 6 23              | ..             | ..             | 9 53                 | 5 23                 | ..              | ..                                     | ..                                       | 9 6                  | 7 6                  | 4 1                  |       |
| 48 2 | Chesterfield                  | 3 25            | 5 38           | ..              | 7 39              | 8 40          | 9 20            | 12 25           | 12 35           | 1 50           | 2 47            | ..                    | 6 35              | 9 47           | 5 38           | 10 5                 | 5 35                 | 9 47            | 13 6                                   | 9 0                                      | 10 6                 | 8 0                  | 4 3                  |       |
| 52 2 | Clay Cross                    | ..              | ..             | ..              | 7 51              | 8 52          | ..              | ..              | ..              | ..             | 2 57            | ..                    | 6 47              | ..             | ..             | 10 17                | 5 47                 | ..              | ..                                     | ..                                       | 11 0                 | 8 9                  | 4 6                  |       |
| 55 2 | Stretton                      | ..              | ..             | ..              | 8 0               | 9 0           | ..              | ..              | ..              | ..             | ..              | ..                    | 6 57              | ..             | ..             | 10 27                | 5 57                 | ..              | ..                                     | ..                                       | 12 0                 | 9 3                  | 5 0                  |       |
| 59   | Wingfield                     | ..              | ..             | ..              | 8 8               | 9 10          | ..              | 12 50           | ..              | ..             | 3 12            | ..                    | 7 5               | ..             | ..             | 10 35                | 6 5                  | ..              | ..                                     | ..                                       | 12 6                 | 9 9                  | 5 0                  |       |
| 62 2 | Ambergate                     | ..              | ..             | ..              | 8 17              | 9 20          | 9 48            | 12 58           | ..              | ..             | 3 20            | ..                    | 7 15              | ..             | ..             | 10 44                | 6 14                 | ..              | ..                                     | ..                                       | 13 6                 | 10 6                 | 5 6                  |       |
| 65 2 | Belper                        | ..              | 6 5            | ..              | 8 26              | 9 30          | ..              | 1 5             | ..              | ..             | 3 30            | ..                    | 7 25              | 10 20          | 6 5            | 10 53                | 6 23                 | 10 20           | 18 0                                   | 13 0                                     | 14 0                 | 11 0                 | 5 6                  |       |
| 67 2 | Duffield                      | ..              | ..             | ..              | 8 33              | 9 35          | ..              | ..              | ..              | ..             | ..              | ..                    | 7 30              | ..             | ..             | 10 59                | 6 29                 | ..              | ..                                     | ..                                       | 14 6                 | 11 3                 | 5 9                  |       |
| 73   | Derby                         | 4 30            | 6 40           | ..              | 9 0               | 10 0          | 10 15           | 1 30            | 1 40            | 2 45           | 4 0             | ..                    | 8 0               | 10 55          | 6 40           | 11 20                | 6 50                 | 10 55           | 20 0                                   | 14 0                                     | 15 6                 | 12 0                 | 6 6                  |       |
| 78   | „ dep.                        | 4 45            | 7 10           | 8 30            | ..                | 10 45         | 10 30           | ..              | 2 0             | 3 5            | 4 30            | ..                    | 8 15              | 11 15          | 7 10           | 12 15                | 7 0                  | 11 15           | ..                                     | ..                                       | ..                   | ..                   | ..                   |       |
| 2 2  | Spondon                       | ..              | ..             | ..              | ..                | 10 58         | ..              | ..              | ..              | ..             | ..              | ..                    | 8 25              | ..             | ..             | ..                   | 7 10                 | ..              | ..                                     | ..                                       | 1 0                  | 0 6                  | 0 6                  |       |
| 4    | Borrowash                     | ..              | ..             | ..              | ..                | 11 0          | ..              | ..              | ..              | ..             | ..              | ..                    | 8 32              | ..             | 7 20           | ..                   | 7 20                 | ..              | ..                                     | ..                                       | 1 0                  | 0 6                  | 0 6                  |       |
| 7    | Sawley                        | ..              | 7 20           | 8 45            | ..                | 11 10         | ..              | ..              | ..              | ..             | ..              | ..                    | 8 32              | ..             | 7 20           | ..                   | 7 20                 | ..              | ..                                     | ..                                       | 1 6                  | 1 0                  | 0 9                  |       |
| 3    | Nottingham                    | ..              | 7 0            | 8 20            | ..                | 10 45         | 10 30           | ..              | 2 0             | ..             | 4 30            | ..                    | 8 15              | 11 10          | 7 0            | 12 15                | 7 0                  | 11 10           | ..                                     | ..                                       | 3 0                  | 2 0                  | 1 0                  |       |
| 6    | Beeston                       | ..              | ..             | 8 25            | ..                | 10 55         | ..              | ..              | ..              | ..             | ..              | ..                    | 8 23              | ..             | ..             | ..                   | 7 10                 | ..              | ..                                     | ..                                       | 3 0                  | 2 0                  | 1 0                  |       |
| 12   | Long Eaton                    | ..              | ..             | 8 35            | ..                | 11 5          | ..              | ..              | ..              | ..             | ..              | ..                    | 8 30              | ..             | ..             | ..                   | 7 20                 | ..              | ..                                     | ..                                       | 2 3                  | 1 6                  | 6 9                  |       |
| 16 2 | Kegworth                      | 5 10            | ..             | 9 0             | ..                | 11 25         | 10 55           | ..              | 2 25            | ..             | 4 50            | ..                    | 8 47              | 11 30          | 7 25           | 12 45                | 7 35                 | 11 30           | 3 0                                    | 2 0                                      | 2 6                  | 2 0                  | 1 0                  |       |
| 19 2 | Loughborough                  | 5 22            | 7 40           | 9 17            | ..                | 11 43         | 11 5            | ..              | 2 35            | ..             | 5 5             | ..                    | 9 0               | 11 50          | 7 40           | 1 0                  | 7 47                 | 11 50           | 4 0                                    | 3 0                                      | 3 6                  | 2 6                  | 1 6                  |       |
| 21 2 | Barrow                        | ..              | ..             | 9 28            | ..                | 11 53         | ..              | ..              | ..              | ..             | ..              | ..                    | 9 8               | ..             | 7 49           | ..                   | 7 58                 | ..              | ..                                     | ..                                       | 4 6                  | 3 3                  | 1 9                  |       |
| 21 2 | Sileby                        | ..              | ..             | 9 35            | ..                | 12 0          | ..              | ..              | ..              | ..             | 5 20            | ..                    | 9 15              | ..             | 7 55           | ..                   | 8 5                  | ..              | ..                                     | ..                                       | 5 0                  | 3 6                  | 2 0                  |       |
| 24 2 | Syston                        | ..              | 8 0            | 9 43            | ..                | 12 12         | 11 20           | ..              | 2 50            | ..             | 5 30            | ..                    | 9 28              | ..             | 8 0            | 1 20                 | 8 15                 | ..              | ..                                     | ..                                       | 5 6                  | 4 0                  | 2 3                  |       |
| 29 2 | Leicester                     | 5 50            | 8 15           | 10 0            | ..                | 12 35         | 11 40           | ..              | 3 10            | 4 5            | 5 50            | ..                    | 9 40              | 12 17          | 8 30           | 1 40                 | 8 30                 | 12 17           | 7 0                                    | 5 0                                      | 6 6                  | 5 0                  | 2 6                  |       |
| 32 2 | Wigston                       | ..              | ..             | 10 10           | ..                | 12 45         | ..              | ..              | ..              | ..             | ..              | ..                    | 9 50              | ..             | 8 40           | ..                   | 8 40                 | ..              | ..                                     | ..                                       | 7 0                  | 5 6                  | 2 9                  |       |
| 34 2 | Countesthorpe                 | ..              | ..             | 10 15           | ..                | 12 50         | ..              | ..              | ..              | ..             | 6 10            | ..                    | 9 55              | ..             | 8 45           | ..                   | 8 45                 | ..              | ..                                     | ..                                       | 7 6                  | 5 9                  | 3 0                  |       |
| 38 2 | Broughton Astley              | ..              | ..             | 10 25           | ..                | 1 9           | ..              | ..              | ..              | ..             | ..              | ..                    | 10 5              | ..             | 8 50           | ..                   | 8 55                 | ..              | ..                                     | ..                                       | 8 6                  | 6 6                  | 3 6                  |       |
| 41 2 | Ullesthorne                   | ..              | 8 40           | 10 35           | ..                | 1 18          | 12 30           | ..              | 3 35            | ..             | 6 25            | ..                    | 10 15             | ..             | 9 10           | 2 10                 | 9 10                 | ..              | ..                                     | ..                                       | 9 0                  | 7 0                  | 4 0                  |       |
| 49 2 | Rugby                         | 6 40            | 9 0            | 11 0            | ..                | 1 50          | 12 30           | ..              | 4 0             | 4 45           | 6 45            | 6 40                  | 10 40             | 1 15           | 9 30           | 2 30                 | 9 30                 | 1 15            | 13 0                                   | 8 6                                      | 10 6                 | 8 6                  | 4 6                  |       |
| 132  | London                        | 10 10           | 12 35          | 2 45            | ..                | 7 0           | 4 0             | ..              | 7 30            | 7 55           | 9 10            | 9 10                  | ..                | 4 45           | 1 30           | 6 45                 | ..                   | 4 45            | ..                                     | ..                                       | ..                   | ..                   | ..                   | ..    |

**From Derby**

# NOTTINGHAM & LINCOLN, and NOTTINGHAM & DERBY.

## Week Days

## Sunday.

| Miles. | Nottingham and Lincoln, to Derby. | 1<br>1,2,3<br>class. | 2<br>1,2,3<br>class. | 3<br>1,2,4<br>class. | 4<br>1 & 2<br>class. | 5<br>1 & 2<br>noon | 6<br>4th<br>class | 7<br>1 & 2<br>class. | 8<br>1,2,3<br>class. | 9<br>1 & 2<br>class. | 1<br>1,2,3<br>class. | 2<br>1,2,3<br>class. | 3<br>1 & 2<br>mail. |
|--------|-----------------------------------|----------------------|----------------------|----------------------|----------------------|--------------------|-------------------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|
|        | DEPART FROM                       | a.m.                 | a.m.                 | a.m.                 | p.m.                 | noon               | p.m.              | p.m.                 | p.m.                 | p.m.                 | a.m.                 | p.m.                 | p.m.                |
| —      | Lincoln*                          | 6 15                 | 8 20                 | ..                   | 12 0                 | ..                 | 2 30              | 5 0                  | 8 0                  | 7 0                  | 5 0                  | 8 0                  | ..                  |
| —      | Hykeham                           | 6 32                 | 8 37                 | ..                   | 12 30                | ..                 | 3 0               | 5 34                 | 8 17                 | 7 17                 | 5 17                 | 8 17                 | ..                  |
| 54     | Thorpe                            | 6 49                 | 8 54                 | ..                   | 12 30                | ..                 | 3 0               | 5 34                 | 8 17                 | 7 34                 | 5 34                 | 8 17                 | ..                  |
| 102    | Collingham                        | 7 6                  | 9 10                 | ..                   | 12 50                | ..                 | 3 20              | 5 50                 | 8 50                 | 7 50                 | 5 50                 | 8 50                 | ..                  |
| 153    | Winthorpe                         | 7 21                 | 9 25                 | ..                   | 1 5                  | ..                 | 3 35              | 6 6                  | 9 0                  | 8 5                  | 6 5                  | 9 0                  | ..                  |
| 204    | Newark                            | 7 28                 | 9 31                 | ..                   | 1 22                 | ..                 | 3 52              | 6 25                 | 9 13                 | 8 12                 | 6 12                 | 9 13                 | ..                  |
| 224    | Fiskerton                         | 7 40                 | 9 40                 | ..                   | 1 28                 | ..                 | 4 04              | 6 32                 | 9 20                 | 8 31                 | 6 31                 | 9 20                 | ..                  |
| 253    | Thurgaton                         | 7 47                 | 9 46                 | ..                   | 1 28                 | ..                 | 4 11              | 6 38                 | 9 27                 | 8 38                 | 6 38                 | 9 27                 | ..                  |
| 273    | Lowdham                           | 7 54                 | 9 52                 | ..                   | 1 50                 | ..                 | 4 20              | 6 55                 | 9 35                 | 8 55                 | 6 55                 | 9 35                 | ..                  |
| 293    | Burton Joyce                      | 8 10                 | 10 10                | ..                   | 1 50                 | ..                 | 4 20              | 6 55                 | 9 35                 | 8 55                 | 6 55                 | 9 35                 | ..                  |
| 324    | Carlton                           | 8 15                 | 10 20                | 12 40                | 3 0                  | 3 30               | 5 5               | 7 0                  | 10 0                 | 9 0                  | 8 15                 | 10 0                 | ..                  |
| 334    | Nottingham                        | 8 20                 | 10 27                | ..                   | 3 7                  | 3 40               | 5 10              | 7 9                  | 10 0                 | 9 9                  | 8 24                 | 10 0                 | ..                  |
| 364    | Ditto                             | 8 20                 | 10 27                | ..                   | 3 7                  | 3 40               | 5 10              | 7 9                  | 10 0                 | 9 9                  | 8 24                 | 10 0                 | ..                  |
| 394    | Beeston                           | 7 9                  | 10 34                | ..                   | 3 15                 | 3 50               | 5 20              | 7 18                 | 10 0                 | 9 18                 | 8 33                 | 10 0                 | ..                  |
| 417    | Long-Eaton                        | 7 15                 | 10 34                | ..                   | 3 20                 | 4 10               | 5 27              | 7 26                 | 10 0                 | 9 26                 | 8 41                 | 10 0                 | ..                  |
| 443    | Sawley                            | 7 20                 | 10 40                | ..                   | 3 30                 | 4 22               | 5 35              | 7 35                 | 10 0                 | 9 35                 | 8 50                 | 10 0                 | ..                  |
| 461    | Borrowash                         | 7 35                 | 10 46                | ..                   | 3 40                 | 4 30               | 5 40              | 7 40                 | 10 0                 | 9 40                 | 8 55                 | 10 0                 | ..                  |
| 483    | Spondon                           | 7 45                 | 10 50                | ..                   | 3 45                 | 4 35               | 5 45              | 7 45                 | 10 45                | 9 45                 | 9 0                  | 10 45                | ..                  |
| 483    | Derby                             | 7 45                 | 9 0                  | 11 10                | 1 15                 | 3 45               | 4 45              | 5 50                 | 7 45                 | 9 45                 | 9 0                  | 10 45                | ..                  |

## Week Days.

## Sundays.

| Miles. | Derby to Nottingham and Lincoln. | 1<br>1,2<br>mail | 2<br>1,2,3<br>class. | 3<br>1,2,3<br>class. | 4<br>1,2,4<br>class. | 5<br>1 & 2<br>class. | 6<br>1 & 2<br>class. | 7<br>1 & 2<br>class. | 8<br>1,2,3<br>class. | 9<br>1,2,3<br>class. | 1<br>1 & 2<br>mail | 2<br>1,2,3<br>class. | 3<br>1,2,3<br>class. | 4<br>1,2,3<br>class. |
|--------|----------------------------------|------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|--------------------|----------------------|----------------------|----------------------|
|        | Depart from                      | a.m.             | a.m.                 | a.m.                 | a.m.                 | p.m.                 | p.m.                 | p.m.                 | p.m.                 | p.m.                 | a.m.               | a.m.                 | p.m.                 | p.m.                 |
| —      | Derby                            | 2 45             | 7 0                  | 9 10                 | 10 55                | 12 40                | 2 30                 | 4 15                 | 5 50                 | 8 25                 | 2 45               | 7 30                 | 5 15                 | 7 10                 |
| 23     | Spondon                          | ..               | 7 10                 | 9 15                 | 11 3                 | 12 45                | 2 35                 | 4 15                 | 5 58                 | 8 35                 | ..                 | 7 35                 | 5 15                 | 7 15                 |
| 4      | Borrowash                        | ..               | 7 10                 | 9 20                 | 11 8                 | 12 55                | 2 40                 | 4 23                 | 6 3                  | 8 35                 | ..                 | 7 40                 | 5 15                 | 7 20                 |
| 7      | Sawley                           | ..               | ..                   | 9 28                 | 11 18                | 1 0                  | 2 47                 | 4 30                 | 6 10                 | 8 42                 | ..                 | 7 48                 | 5 15                 | 7 28                 |
| 93     | Long-Eaton                       | ..               | ..                   | 9 35                 | 11 25                | 1 5                  | 2 53                 | 4 35                 | 6 15                 | 8 49                 | ..                 | 7 53                 | 5 15                 | 7 33                 |
| 123    | Beeston                          | 3 20             | 7 40                 | 9 45                 | 11 35                | 1 10                 | 3 0                  | 4 40                 | 6 20                 | 8 56                 | 3 20               | 8 0                  | 5 50                 | 7 40                 |
| 153    | Nottingham                       | 3 20             | 7 40                 | 9 45                 | 11 35                | 1 10                 | 3 0                  | 4 40                 | 6 20                 | 8 56                 | 3 20               | 8 0                  | 5 50                 | 7 40                 |
| 153    | Nottingham                       | 3 30             | 7 45                 | 9 50                 | 11 40                | 1 25                 | 3 15                 | 4 50                 | 6 35                 | 9 5                  | 3 30               | 8 15                 | 5 50                 | 7 55                 |
| 19     | Carlton                          | ..               | 7 57                 | 10 17                | 12 32                | ..                   | 3 45                 | 5 0                  | 6 12                 | 8 25                 | ..                 | 8 32                 | 6 12                 | ..                   |
| 21     | Burton Joyce                     | ..               | 8 4                  | 10 24                | 12 32                | ..                   | 4 8                  | 6 19                 | 7 18                 | 9 38                 | ..                 | 8 39                 | 6 19                 | ..                   |
| 234    | Lowdham                          | ..               | 8 11                 | 10 31                | 12 38                | ..                   | 4 8                  | 6 25                 | 7 24                 | 9 38                 | ..                 | 8 46                 | 6 26                 | ..                   |
| 264    | Thurgaton                        | ..               | 8 23                 | 10 43                | 1 0                  | ..                   | 4 30                 | 6 45                 | 7 44                 | 9 55                 | ..                 | 8 58                 | 6 38                 | ..                   |
| 284    | Fiskerton                        | ..               | 8 30                 | 10 50                | 1 0                  | ..                   | 4 30                 | 6 45                 | 7 44                 | 9 55                 | ..                 | 9 5                  | 6 45                 | ..                   |
| 33     | Newark                           | 4 25             | 8 45                 | 11 5                 | 1 15                 | ..                   | 4 45                 | 7 0                  | 8 0                  | 10 15                | 4 25               | 9 20                 | 7 0                  | ..                   |
| —      | Winthorpe                        | ..               | 9 2                  | 11 22                | 1 30                 | ..                   | 5 2                  | 7 17                 | 8 16                 | 10 30                | ..                 | 9 37                 | 7 17                 | ..                   |
| 383    | Collingham                       | ..               | 9 19                 | 11 39                | 1 39                 | ..                   | 5 7                  | 7 34                 | 8 33                 | 10 30                | ..                 | 9 54                 | 7 34                 | ..                   |
| 431    | Thorpe                           | ..               | 9 19                 | 11 39                | 1 39                 | ..                   | 5 7                  | 7 34                 | 8 33                 | 10 30                | ..                 | 9 54                 | 7 34                 | ..                   |
| 483    | Hykeham                          | ..               | 9 19                 | 11 39                | 1 39                 | ..                   | 5 7                  | 7 34                 | 8 33                 | 10 30                | ..                 | 9 54                 | 7 34                 | ..                   |
| 483    | Lincoln*                         | 5 20             | 9 45                 | 11 55                | 2 0                  | ..                   | 5 35                 | 8 0                  | 9 0                  | 11 0                 | 5 20               | 10 15                | 8 0                  | ..                   |

**Fares.**—From Lincoln: to Newark, 4s., 2s. 6d., Mail: 3s. 6d., 2s. 6d., 1s. 6d.; to Nottingham, 8s., 5s. 6d., Mail: 7s. 6d., 5s. 6d., 3s., to Derby, 11s., 7s. 6d., Mail: 10s. 6d., 7s. 6d., 4s.

**DAY TICKETS.** A reduction of one-third on the double journey, are issued for first and second class Passengers, but on no account to be transferred. A portion of the Ticket will be cut off on being exhibited at the completion of the first journey. On returning, the passenger will require it re-stamping before entering the carriage, without which it will not be allowed. Day Tickets will only be available as such on the days on which they are issued, except those taken out on Saturday, which will be available on the Sunday and Monday following. These tickets are issued, and passengers may return with them by all except the Express and Parliamentary trains.

\* For Coach in connexion with this Station. See Page 66.



# LEICESTER AND MELTON.

| Down Trains. |                |       |       |       |       |       |         |       |      |      | Sunday |       |                      | Fares.       |       |       | Up Trains. |       |       |       |      |      |      |    |    |  |  | Sunday |  |  | Fares. |  |  |
|--------------|----------------|-------|-------|-------|-------|-------|---------|-------|------|------|--------|-------|----------------------|--------------|-------|-------|------------|-------|-------|-------|------|------|------|----|----|--|--|--------|--|--|--------|--|--|
| Mls          | STATIONS.      | 1     | 2     | 3     | 4     | 5     | 6       | 7     | 1st  | 2nd  | 3rd    | Mls   | STATIONS.            | 1            | 2     | 3     | 4          | 5     | 6     | 7     | 1st  | 2nd  | 3rd  |    |    |  |  |        |  |  |        |  |  |
|              |                | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,4 | 1,2,3 | 1,2,3   | 1,2,3 | cls. | cls. | cls.   |       |                      | 1,2,3        | 1,2,4 | 1 & 2 | 1,2,3      | 1,2,3 | 1,2,3 | 1,2,3 | cls. | cls. | cls. |    |    |  |  |        |  |  |        |  |  |
|              | Trains leave   | a.m.  | a.m.  | p.m.  | p.m.  | p.m.  | a.m.    | p.m.  | s.   | d.   | s.     | d.    |                      | Trains leave | a.m.  | a.m.  | a.m.       | p.m.  | p.m.  | p.m.  | p.m. | s.   | d.   | s. | d. |  |  |        |  |  |        |  |  |
| ..           | Leicester..    | 6 07  | 55    | 12 50 | 2 40  | 7 50  | 8 45    | 2 00  | ..   | ..   | ..     | ..    | Melton .....         | 7 20         | 10 30 | 2 04  | 50         | 8 50  | 12 45 | 6 30  | ..   | ..   | ..   | .. |    |  |  |        |  |  |        |  |  |
| 4 1/2        | Syston .....   | 6 20  | 8 7   | 1 22  | 53    | 8 2   | 8 45    | 2 12  | 1    | 30   | 90     | 6     | 2 Kirby .....        | 7 25         | 10 35 | 2 54  | 55         | 8 55  | 12 50 | 6 35  | 1 00 | 60   | 60   |    |    |  |  |        |  |  |        |  |  |
| 8            | Rearsby .....  | 6 32  | 8 17  | 1 12  | 3     | 8 12  | 9 7     | 2 22  | 0 1  | 30   | 9      | 0     | 5 1/2 Brooksby ..... | 7 35         | 10 43 | 2 15  | 5          | 9 51  | 0 6   | 45    | 1 30 | 90   | 6    |    |    |  |  |        |  |  |        |  |  |
| 9 1/2        | Brooksby ..... | 6 37  | 8 20  | 1 15  | 3     | 8 16  | 9 10    | 2 25  | 2    | 61   | 61     | 0     | 6 1/2 Rearsby .....  | 7 39         | 10 46 | 2 19  | 5          | 9 9   | 8 1   | 4 6   | 49   | 1 61 | 00   | 0  |    |  |  |        |  |  |        |  |  |
| 12 1/2       | Kirby .....    | 6 47  | 8 30  | 1 25  | 3     | 16 8  | 25 9 20 | 2 35  | 3    | 02   | 01     | 0     | 9 1/2 Syston .....   | 7 49         | 10 55 | 2 29  | 5          | 19 9  | 18 1  | 14 6  | 59   | 2 61 | 61   | 3  |    |  |  |        |  |  |        |  |  |
| 14 1/2       | Melton .....   | 7 08  | 40    | 1 35  | 3     | 30 8  | 35 9 30 | 2 45  | 3    | 02   | 01     | 3 1/4 | Leicester .....      | 8 51         | 11 15 | 2 45  | 5          | 40 9  | 30 1  | 30 7  | 15 3 | 0 2  | 01   | 3  |    |  |  |        |  |  |        |  |  |

Fourth Class One Penny per Mile.

## LEEDS AND BRADFORD RAILWAY.

W. E. Greenland, Secretary.

From Leeds every hour from 6 a.m. until 9 1/2 p.m. On SUNDAYS, at 8 1/2 and 9 1/2 a.m., 2, 6, and 8 1/2 p.m.

From Bradford, every hour from 6 a.m. until 9 1/2 p.m. On SUNDAYS, at 8 1/2 and 9 1/2 a.m.; 2, 6, & 8 1/2 p.m.

Fares—First class 2s., second 1s. 6d., third 1s.

Week-day trains, except those at 10 a.m., and 2 p.m., stop at Kirkstall, Calverley Bridge, Apperley Bridge, and Shipley. The trains each way at 7, 9, and 11 a.m., 1, 3, 5, 7, and 9 1/2 p.m., stop at Newlay station. Sunday trains stop at all the Stations.

Trains from Bradford, at 6 a.m., and from Leeds, at 9 1/2 p.m., are parliamentary.

## EAST ANGLIAN, LYNN and ELY.

| STATIONS.                                        | Down Trains. |       |      |      |      | Sunday |      | Fares. |      |     |     | STATIONS. | Up Trains. |                 |      |       |      | Sunday |      | Fares. |      |      |     |     |     |     |     |
|--------------------------------------------------|--------------|-------|------|------|------|--------|------|--------|------|-----|-----|-----------|------------|-----------------|------|-------|------|--------|------|--------|------|------|-----|-----|-----|-----|-----|
|                                                  | 1            | 2     | 3    | 4    | 5    | 1      | 2    | 1      | cls  | 2   | cls |           | 3          | cls             | 1    | 2     | 3    | 4      | 5    | 1      | 2    | 1    | cls | 2   | cls | 3   | cls |
| Trains leave                                     | a.m.         | a.m.  | p.m. | p.m. | p.m. | a.m.   | p.m. | s.     | d.   | s.  | d.  | s.        | d.         | Trains leave    | a.m. | a.m.  | p.m. | p.m.   | p.m. | a.m.   | p.m. | s.   | d.  | s.  | d.  | s.  | d.  |
| LYNN .....                                       | 7 15         | 10 15 | 3 15 | 5 15 | 7 0  | 9 0    | 6 0  | ...    | ...  | ... | ... | ...       | ...        | Downham..       | 8 5  | 11 0  | 4 06 | 15 7   | 5 45 | 9 45   | 6 45 | ...  | ... | ... | ... | ... | ... |
| Saint Germans..                                  | 7 28         | 10 28 | 3 28 | 5 28 | 7 13 | 9 13   | 6 13 | 10 0   | 8 0  | 5   | ... | ...       | ...        | Stow.....       | 8 12 | 11 7  | 4 7  | 6 22   | 7 52 | 9 52   | 6 52 | 0 60 | 40  | 3   | ... | ... |     |
| Watlington....                                   | 7 36         | 10 36 | 3 36 | 5 36 | 7 21 | 9 21   | 6 21 | 10 0   | 10 0 | 6   | ... | ...       | ...        | Watlington..    | 8 19 | 11 14 | 4 14 | 6 29   | 7 59 | 9 59   | 6 59 | 1 00 | 80  | 5   | ... | ... |     |
| Stow.....                                        | 7 43         | 10 43 | 3 43 | 5 43 | 7 28 | 9 28   | 6 28 | 1 61   | 20   | 9   | ... | ...       | ...        | Saint Germans.. | 8 27 | 11 22 | 4 22 | 6 37   | 8 7  | 10 7   | 7 7  | 1 20 | 110 | 7   | ... | ... |     |
| Downham....                                      | 7 50         | 10 50 | 3 50 | 5 50 | 7 35 | 9 35   | 6 35 | 2 01   | 60   | 11  | ... | ...       | ...        | LYNN .....      | 8 40 | 11 35 | 4 35 | 6 50   | 8 20 | 10 20  | 7 20 | 2 01 | 60  | 11  | ... | ... |     |
| Trains from Downham leave for LYNN at 11 50 a.m. |              |       |      |      |      |        |      |        |      |     |     |           |            |                 |      |       |      |        |      |        |      |      |     |     |     |     |     |

Trains will stop at the Home Gate Station on being signalled to that effect. On Tuesdays & Saturdays from Lynn at 11 50 a.m.; from Downham at 12 35 p.m.

## LYNN and DEREHAM.

| STATIONS.        | Down Trains. |       |      |      | Sundays. |      |      | Fares. |      |      |    | STATIONS. | Up Trains. |      |      |      | Sundays. |    |      | Fares. |      |  |  |
|------------------|--------------|-------|------|------|----------|------|------|--------|------|------|----|-----------|------------|------|------|------|----------|----|------|--------|------|--|--|
|                  | 1            | 2     | 3    | 4    | 1        | 2    | 3    | 1cls   | 2cls | 3cls | 1  |           | 2          | 3    | 4    | 1    | 2        | 3  | 1cls | 2cls   | 3cls |  |  |
| Trains leave     | a.m.         | a.m.  | p.m. | p.m. | a.m.     | p.m. | p.m. | s.     | d.   | s.   | d. | s.        | d.         | a.m. | p.m. | p.m. | p.m.     | s. | d.   | s.     | d.   |  |  |
| Lynn.....        | 8 50         | 11 45 | 4 45 | 7 30 | 9 5      | 5 56 | 5    | 0      | 80   | 60   | 4  | 0         | 80         | 60   | 4    | 0    | 80       | 60 | 4    | 0      | 80   |  |  |
| Middleton....    | 9 0          | 11 55 | 4 55 | 7 40 | 9 15     | 2 36 | 15   | 0      | 80   | 60   | 4  | 0         | 80         | 60   | 4    | 0    | 80       | 60 | 4    | 0      | 80   |  |  |
| East Winch...    | 9 7          | 12 25 | 5 27 | 8 12 | 9 22     | 2 9  | 22   | 1      | 09   | 90   | 6  | 0         | 80         | 60   | 4    | 0    | 80       | 60 | 4    | 0      | 80   |  |  |
| Pentney & Bilney | 9 14         | 12 25 | 5 27 | 8 12 | 9 22     | 2 9  | 22   | 1      | 09   | 90   | 6  | 0         | 80         | 60   | 4    | 0    | 80       | 60 | 4    | 0      | 80   |  |  |
| Narboro'....     | 9 20         | 12 15 | 5 15 | 8 0  | 9 35     | 2 20 | 6 35 | 1      | 61   | 20   | 9  | 0         | 80         | 60   | 4    | 0    | 80       | 60 | 4    | 0      | 80   |  |  |
| Lynn.....        | 10 0         | 1 06  | 6 09 | 0 9  | 10 15    | 2 55 | 7 15 | 1      | 61   | 20   | 9  | 0         | 80         | 60   | 4    | 0    | 80       | 60 | 4    | 0      | 80   |  |  |

On Tuesdays only, from Lynn to Narborough at 7 20 a.m.; from Narborough to Lynn at 8 a.m., stopping at all the stations.

Third class carriages with every train.

Sec., Josh. Sanders, Birmingham.

## BRISTOL AND BIRMINGHAM.

Manr. of Goods, J. D. Payne.

## From BIRMINGHAM to BRISTOL, (London and North Western Station.)

SUNDAY  
Trains.

## FARES.

| Miles. | Down Trains.                     | 1                        | 2                         | 3               | 4                             | 5               | 6                        | 7               | 8               | 9               | 10              | 11                    | 12              | 1                        | 2               | 3               | 1st          | 2nd          | 3rd          |
|--------|----------------------------------|--------------------------|---------------------------|-----------------|-------------------------------|-----------------|--------------------------|-----------------|-----------------|-----------------|-----------------|-----------------------|-----------------|--------------------------|-----------------|-----------------|--------------|--------------|--------------|
|        |                                  | 1 & 2<br>class.<br>mail. | 1 & 2<br>class.<br>class. | 1 2 3<br>class. | 1 & 2 3<br>Glostr<br>12, 3 fr | 1 & 2<br>class. | 1 & 2<br>class.<br>mail. | 1 & 2<br>class. | 1 & 2<br>class. | 1 2 3<br>class. | 1 & 2<br>class. | 1st<br>class.<br>Exp. | 1 & 2<br>class. | 1 & 2<br>class.<br>mail. | 1 2 3<br>class. | 1 2 3<br>class. | 1st<br>Class | 2nd<br>Class | 3rd<br>Class |
|        | DEPARTURE FROM                   | a.m.                     | a.m.                      | a.m.            | a.m.                          | a.m.            | a.m.                     | p.m.            | p.m.            | p.m.            | p.m.            | p.m.                  | p.m.            | a.m.                     | a.m.            | p.m.            | s. d.        | s. d.        | s. d.        |
| 0      | Birmingham .....                 | 1 30                     | ..                        | 6 0             | 8 0                           | ..              | 11 10                    | 2 0             | ..              | 4 45            | 6 20            | 8 15                  | ..              | 1 30                     | 6 45            | 5 0             | ..           | ..           | 0 2          |
| 2      | Camp Hill .....                  | ..                       | ..                        | 6 10            | ..                            | ..              | ..                       | ..              | ..              | ..              | ..              | ..                    | ..              | ..                       | 6 55            | 5 10            | ..           | ..           | 0 4          |
| 4      | Moseley .....                    | ..                       | ..                        | 6 15            | ..                            | ..              | ..                       | ..              | ..              | ..              | ..              | ..                    | ..              | ..                       | 7 0             | 5 15            | 1 0          | 0 9          | 0 4          |
| 9      | Longbridge .....                 | ..                       | ..                        | 6 35            | ..                            | ..              | ..                       | ..              | ..              | ..              | ..              | ..                    | ..              | ..                       | 7 15            | 5 30            | 2 0          | 1 6          | 0 9          |
| 11     | Barnt Green .....                | ..                       | ..                        | 6 40            | 8 30                          | ..              | ..                       | ..              | ..              | 5 15            | ..              | ..                    | ..              | ..                       | 7 20            | 5 35            | 3 0          | 2 0          | 1 0          |
| 13     | Blackwell .....                  | ..                       | ..                        | 6 45            | 8 35                          | 11 50           | 2 30                     | ..              | ..              | 5 25            | 6 50            | ..                    | ..              | ..                       | 7 25            | 5 40            | 3 0          | 2 0          | 1 1          |
| 15     | Bromsgrove .....                 | 2 11                     | ..                        | 6 55            | 8 45                          | 12 0            | 2 42                     | ..              | ..              | 5 40            | 7 0             | 8 45                  | ..              | 2 11                     | 7 35            | 5 50            | 3 6          | 2 6          | 1 3          |
| 17     | Stoke Works .....                | ..                       | ..                        | 7 0             | 8 50                          | ..              | 2 43                     | ..              | ..              | 5 46            | ..              | ..                    | ..              | ..                       | 7 40            | 5 55            | 4 6          | 3 0          | 1 5          |
| 20     | Droitwich .....                  | 2 27                     | ..                        | 7 9             | 8 58                          | 12 12           | 2 56                     | ..              | ..              | 5 57            | 7 12            | ..                    | ..              | 2 27                     | 7 50            | 6 5             | 5 6          | 4 0          | 1 8          |
| 22     | Dunhamstead .....                | ..                       | ..                        | 7 14            | ..                            | ..              | ..                       | ..              | ..              | 6 2             | ..              | ..                    | ..              | ..                       | 7 55            | 6 10            | 5 6          | 4 0          | 1 10         |
| 26     | Spetchley .....                  | 2 44                     | ..                        | 7 33            | 9 15                          | 12 28           | 3 11                     | ..              | ..              | 6 25            | 7 27            | 9 10                  | ..              | 2 44                     | 8 15            | 6 30            | 7 0          | 4 6          | 2 2          |
| 30     | Worcester { arrival<br>departure | 3 19<br>2 19             | ..                        | 8 8<br>6 58     | 9 50<br>8 40                  | 1 3<br>11 53    | 3 46<br>2 36             | ..              | ..              | 7 0<br>5 50     | 8 2<br>6 52     | 9 45<br>8 35          | ..              | 3 16<br>2 12             | 8 50<br>7 40    | 7 5<br>5 55     | 7 0          | 4 6          | 2 8          |
| 29     | Wadborough .....                 | ..                       | ..                        | 7 43            | ..                            | ..              | ..                       | ..              | ..              | 6 35            | ..              | ..                    | ..              | ..                       | 8 23            | 6 38            | 7 6          | 5 0          | 2 5          |
| 33     | Deford .....                     | ..                       | ..                        | 7 57            | 9 30                          | 12 50           | 3 25                     | ..              | ..              | 6 45            | 7 45            | ..                    | ..              | ..                       | 8 35            | 6 50            | 8 6          | 5 6          | 2 9          |
| 34     | Eckington .....                  | ..                       | ..                        | 8 5             | 9 35                          | 12 55           | ..                       | ..              | ..              | 6 48            | 7 53            | ..                    | ..              | ..                       | 8 40            | 6 55            | 9 0          | 6 0          | 2 10         |
| 37     | Bredon .....                     | ..                       | ..                        | 8 18            | 9 45                          | ..              | 3 35                     | ..              | ..              | 6 58            | ..              | ..                    | ..              | ..                       | 8 50            | 7 5             | 9 6          | 6 6          | 3 1          |
| 39     | Ashchurch .....                  | 3 24                     | ..                        | 8 26            | 9 50                          | 1 8             | 3 40                     | ..              | ..              | 7 5             | 8 15            | ..                    | ..              | 3 24                     | 8 55            | 7 10            | 10 0         | 7 0          | 3 3          |
| 41     | Tewkesbury { arrival<br>depart   | 3 39<br>3 4              | ..                        | 8 36<br>8 18    | 10 0<br>9 40                  | 1 14<br>12 58   | 3 50<br>3 30             | ..              | ..              | 7 15<br>6 58    | 8 25<br>8 8     | ..                    | ..              | 3 39<br>3 4              | 9 5<br>8 48     | 7 20<br>7 30    | 10 6         | 7 6          | 3 5          |
| 43     | Cleeve .....                     | ..                       | ..                        | 8 35            | ..                            | ..              | ..                       | ..              | ..              | 7 13            | 8 26            | ..                    | ..              | ..                       | 9 6             | 7 21            | 12 0         | 9 0          | 3 6          |
| 46     | Cheltenham .....                 | 3 40                     | 7 20                      | 8 52            | 10 8                          | 12 15           | 1 25                     | 4 0             | 5 25            | 7 20            | 8 38            | 9 45                  | 11 0            | 3 40                     | 9 25            | 7 40            | 12 0         | 9 0          | 3 10         |
| 52     | Gloucester about ...             | 4 20                     | 7 50                      | 9 15            | 10 40                         | 12 30           | 2 5                      | 4 40            | 5 40            | 7 49            | 9 5             | 10 5                  | 11 15           | 4 20                     | 10 0            | 8 15            | 14 0         | 10 6         | 4 5          |
| 62     | Stonehouse .....                 | 4 42                     | 8 10                      | ..              | 11 0                          | ..              | 2 25                     | 5 0             | ..              | ..              | 9 25            | ..                    | ..              | 4 42                     | 10 20           | 8 35            | 16 0         | 11 9         | 5 2          |
| 63     | Frocester .....                  | ..                       | 8 15                      | ..              | 11 5                          | ..              | ..                       | 5 5             | ..              | ..              | ..              | ..                    | ..              | ..                       | 10 25           | 8 40            | 16 4         | 12 0         | 5 3          |
| 68     | Berkeley Road .....              | 4 57                     | 8 28                      | ..              | 11 17                         | ..              | 2 40                     | 5 20            | ..              | ..              | 9 40            | ..                    | ..              | 4 57                     | 10 38           | 8 53            | 17 4         | 12 6         | 5 9          |
| 73     | Charfield .....                  | 5 11                     | 8 40                      | ..              | 11 29                         | ..              | 2 52                     | 5 27            | ..              | ..              | 9 50            | ..                    | ..              | 5 11                     | 10 50           | 9 5             | 18 6         | 13 3         | 6 2          |
| 75     | Wickwar .....                    | ..                       | 8 45                      | ..              | 11 34                         | ..              | 2 57                     | ..              | ..              | ..              | ..              | ..                    | ..              | ..                       | 10 55           | 9 10            | 19 0         | 13 6         | 6 3          |
| 80     | Yate .....                       | ..                       | 8 56                      | ..              | 11 47                         | ..              | 3 8                      | 5 43            | ..              | ..              | 10 6            | ..                    | ..              | ..                       | 11 6            | 9 21            | 19 10        | 14 2         | 6 8          |
| 84     | Mangotsfield .....               | ..                       | 9 10                      | ..              | 12 0                          | ..              | 3 20                     | 5 55            | ..              | ..              | ..              | ..                    | ..              | ..                       | 11 20           | 9 35            | 20 6         | 14 8         | 7 1          |
| 90     | Bristol .....                    | 5 50                     | 9 30                      | ..              | 12 20                         | ..              | 3 40                     | 6 15            | ..              | ..              | 10 30           | ..                    | ..              | 5 50                     | 11 45           | 10 0            | 22 0         | 15 6         | 7 5          |
| 102    | Bath .....                       | ..                       | 10 30                     | ..              | 1 10                          | ..              | 5 0                      | ..              | ..              | ..              | ..              | ..                    | ..              | ..                       | ..              | ..              | ..           | ..           | ..           |
| 123    | Bridgewater .....                | ..                       | 11 29                     | ..              | 4 3                           | ..              | 5 55                     | 8 57            | ..              | ..              | ..              | ..                    | ..              | ..                       | ..              | ..              | ..           | ..           | ..           |
| 135    | Taunton .....                    | ..                       | 11 50                     | ..              | 4 23                          | ..              | 6 22                     | 9 17            | ..              | ..              | ..              | ..                    | ..              | ..                       | ..              | ..              | ..           | ..           | ..           |
| 166    | Exeter .....                     | ..                       | 1 5                       | ..              | 5 32                          | ..              | 7 35                     | 10 5            | ..              | ..              | ..              | ..                    | ..              | ..                       | ..              | ..              | ..           | ..           | ..           |

Day Tickets to and from every Station; if taken on Saturday, may be available on return, either on Sunday or Monday. Parties taking Second Class Tickets cannot return by the Express Trains.



# BRISTOL AND BIRMINGHAM.

J. E. M'Connell, Loco. Engr.

From BRISTOL to BIRMINGHAM, (Great Western Station.)

| Miles. | Up Trains.                | Sundays.        |                 |                 |                 |                 |                          |                 |                 |                       |                 |                          |                 | Fares.          |                 |                 |
|--------|---------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------------|-----------------|-----------------|-----------------------|-----------------|--------------------------|-----------------|-----------------|-----------------|-----------------|
|        |                           | 1               | 2               | 3               | 4               | 5               | 6                        | 7               | 8               | 9                     | 10              | 11                       | 12              | 1               | 2               | 3               |
|        |                           | 1,2,3<br>class. | 1 & 2<br>class. | 1 & 2<br>class. | 1 & 2<br>class. | 1 & 2<br>class. | 1 & 2<br>class.<br>Mail. | 1 & 2<br>class. | 1 & 2<br>class. | 1st<br>class.<br>exp. | 1,2,3<br>class. | 1 & 2<br>class.<br>Mail. | 1 & 2<br>class. | 1,2,3<br>class. | 1,2,3<br>class. | 1 & 2<br>class. |
|        | TRAINS LEAVE              | a.m.            | a.m.            | a.m.            | a.m.            | a.m.            | p.m.                     | p.m.            | p.m.            | p.m.                  | p.m.            | p.m.                     | p.m.            | a.m.            | p.m.            | p.m.            |
| 0      | Bristol.....              | ..              | 5 45            | ..              | 8 15            | ..              | 11 0                     | 1 40            | ..              | ..                    | 5 16            | ..                       | ..              | 6 45            | 5 0             | 6 55            |
| 6      | Mangotsfield.....         | ..              | ..              | ..              | 8 30            | ..              | 11 12                    | ..              | ..              | ..                    | 5 16            | ..                       | ..              | 7 0             | 5 15            | ..              |
| 10 1/2 | Yate.....                 | ..              | 6 6             | ..              | 8 41            | ..              | 11 25                    | 2 3             | ..              | ..                    | 5 40            | ..                       | ..              | 7 12            | 5 28            | 7 20            |
| 15     | Wickwar.....              | ..              | ..              | ..              | 8 55            | ..              | ..                       | ..              | ..              | ..                    | 5 40            | ..                       | ..              | 7 24            | 5 39            | ..              |
| 17     | Charfield.....            | ..              | 6 25            | ..              | 9 1             | ..              | 11 41                    | 2 22            | ..              | ..                    | 5 50            | 7 39                     | ..              | 7 30            | 5 45            | 7 39            |
| 22 1/2 | Berkley Road.....         | ..              | 6 38            | ..              | 9 15            | ..              | 11 54                    | 2 34            | ..              | ..                    | 6 2             | 7 52                     | ..              | 7 42            | 5 57            | 7 52            |
| 26 1/2 | Frocester.....            | ..              | ..              | ..              | 9 23            | ..              | 12 6                     | ..              | ..              | ..                    | 6 14            | ..                       | ..              | 7 52            | 6 7             | ..              |
| 28 1/2 | Stonehouse.....           | ..              | 6 53            | ..              | 9 34            | ..              | 12 10                    | 2 48            | ..              | ..                    | 6 26            | 8 5                      | ..              | 7 58            | 6 13            | 8 5             |
| 37 1/2 | Gloucester.....           | 6 0             | 7 20            | 8 45            | 10 15           | 11 5            | 12 45                    | 3 25            | 4 30            | 5 40                  | 7 15            | 8 50                     | 9 30            | 8 40            | 6 55            | 8 50            |
| 44     | Cheltenham.....           | 6 20            | 7 40            | 9 5             | 10 35           | 11 25           | 1 5                      | 3 50            | 4 50            | 5 55                  | 7 35            | 9 10                     | 9 45            | 9 0             | 7 15            | 9 10            |
| 47     | Cleeve.....               | 6 25            | 7 45            | ..              | ..              | ..              | ..                       | ..              | ..              | ..                    | 7 40            | ..                       | ..              | 9 8             | 7 23            | ..              |
| 51     | Ashchurch.....            | 6 35            | 7 55            | ..              | 10 52           | ..              | 1 23                     | 4 10            | ..              | ..                    | 7 53            | 9 26                     | ..              | 9 18            | 7 33            | 9 26            |
| 53 1/2 | Tewkesbury { arr.<br>dep. | 6 45            | 8 5             | ..              | 11 2            | ..              | 1 34                     | 4 20            | ..              | ..                    | 8 5             | 9 40                     | ..              | 9 23            | 7 43            | 9 40            |
| 53 1/2 | Tewkesbury { dep.         | 6 28            | 7 48            | ..              | 10 45           | ..              | 1 17                     | 4 3             | ..              | ..                    | 7 43            | 9 20                     | ..              | 9 11            | 7 26            | 9 20            |
| 53 1/2 | Bredon.....               | 6 42            | 8 2             | ..              | ..              | ..              | 1 30                     | ..              | ..              | ..                    | 7 53            | ..                       | ..              | 9 23            | 7 38            | ..              |
| 56 1/2 | Eckington.....            | 6 50            | 8 10            | ..              | ..              | ..              | 1 42                     | ..              | ..              | ..                    | 8 5             | ..                       | ..              | 9 30            | 7 45            | ..              |
| 57 1/2 | Deford.....               | 6 56            | 8 15            | ..              | ..              | ..              | ..                       | ..              | ..              | ..                    | 8 10            | ..                       | ..              | 9 35            | 7 50            | ..              |
| 61 1/2 | Waddonough.....           | 7 6             | 8 25            | ..              | ..              | ..              | ..                       | ..              | ..              | ..                    | 8 19            | ..                       | ..              | 9 45            | 8 0             | ..              |
| 64 1/2 | Spetchley.....            | 7 17            | 8 35            | ..              | 11 25           | ..              | 2 0                      | 4 40            | ..              | 6 25                  | 8 45            | 10 6                     | ..              | 9 57            | 8 12            | 10 6            |
| 68 1/2 | Worcester { arr.<br>dep.  | 7 10            | 9 10            | ..              | 12 0            | ..              | 2 35                     | 5 15            | ..              | 7 0                   | 9 20            | 10 41                    | ..              | 10 32           | 8 47            | 10 38           |
| 68 1/2 | Worcester { dep.          | 6 42            | 8 0             | ..              | 10 50           | ..              | 1 25                     | 4 5             | ..              | 5 50                  | 8 10            | 9 31                     | ..              | 9 22            | 7 37            | 9 34            |
| 68 1/2 | Dunhamstead.....          | 7 30            | ..              | ..              | ..              | ..              | ..                       | ..              | ..              | ..                    | 9 0             | ..                       | ..              | 10 10           | 8 25            | ..              |
| 70 1/2 | Droitwich.....            | 7 37            | 8 53            | ..              | 11 38           | ..              | 2 22                     | 4 55            | ..              | ..                    | 9 10            | 10 23                    | ..              | 10 17           | 8 32            | 10 23           |
| 73 1/2 | Stoke Works.....          | 7 47            | 9 3             | ..              | ..              | ..              | 2 32                     | ..              | ..              | ..                    | 9 20            | ..                       | ..              | 10 27           | 8 42            | ..              |
| 75 1/2 | Bromsgrove.....           | 7 55            | 9 10            | ..              | 11 55           | ..              | 2 40                     | 5 15            | ..              | 6 50                  | 9 30            | 10 35                    | ..              | 10 34           | 8 49            | 10 35           |
| 77 1/2 | Blackwell.....            | 8 10            | 9 25            | ..              | ..              | ..              | 2 52                     | ..              | ..              | ..                    | 9 45            | ..                       | ..              | 10 49           | 9 4             | ..              |
| 79 1/2 | Barnt Green.....          | 8 20            | ..              | ..              | ..              | ..              | 3 0                      | ..              | ..              | ..                    | 9 51            | ..                       | ..              | 10 55           | 9 10            | ..              |
| 81 1/2 | Longbridge.....           | 8 25            | ..              | ..              | ..              | ..              | ..                       | ..              | ..              | ..                    | 9 55            | ..                       | ..              | 11 0            | 9 15            | ..              |
| 86 1/2 | Moseley.....              | 8 40            | ..              | ..              | ..              | ..              | ..                       | ..              | ..              | ..                    | 10 15           | ..                       | ..              | 11 20           | 9 35            | ..              |
| 88 1/2 | Camp-hill.....            | ..              | ..              | ..              | ..              | ..              | ..                       | ..              | ..              | ..                    | 10 20           | ..                       | ..              | 11 30           | 9 45            | ..              |
| 90 1/2 | Birmingham. arriv         | 9 0             | 10 10           | ..              | 12 45           | ..              | 3 35                     | 6 0             | ..              | 7 30                  | 10 30           | 11 15                    | ..              | 11 45           | 10 0            | 11 15           |

This train runs to Tewkesbury on Wednesdays.

## HAYLE AND REDRUTH.—10 Miles.

Sec., S. D. Fleming, Broad St. Buildings, London.

Supt., Robt. H. Pike.

|               | a.m. | noon  | p.m. |               | a.m.  | p.m. | p.m. |
|---------------|------|-------|------|---------------|-------|------|------|
| Redruth.....  | 9 0  | 12 0  | 4 0  | Hayle.....    | 10 0  | 1 15 | 5 0  |
| Camborne..... | 9 15 | 12 15 | 4 15 | Camborne..... | 10 45 | 2 0  | 5 45 |
| Hayle.....    | 10 0 | 1 0   | 5 0  | Redruth.....  | 11 0  | 2 15 | 6 0  |

Omnibuses from Truro, Falmouth, Penzance, and St. Ives, run to and from the Hayle and Redruth Stations to meet the trains.  
Fares.—From Hayle to Camborne, 1st class 8d., 2nd class 6d., 3rd class 4d. : to Redruth, 1st class 1s., 2nd class 9d., 3rd class 6d.

Secretary and Treasurer, J. B. Wilcox, Birkenhead. **CHESTER AND BIRKENHEAD**

J. M. Rendel, Engineer.

|      |                          | DOWN.<br>STATIONS. |       | 1 & 2<br>class | 1,2,3<br>class. | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | SUNDAY TRAINS. |       |       |       |  | FARES fr. Chester |  |  |
|------|--------------------------|--------------------|-------|----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------|-------|-------|--|-------------------|--|--|
|      |                          | 1,2,3              | 1,2,3 | 1,2,3          | 1,2,3           | 1,2,3          | 1,2,3          | 1,2,3          | 1,2,3          | 1,2,3          | 1,2,3          | 1,2,3          | 1,2,3          | 1,2,3          | 1,2,3          | 1,2,3          | 1,2,3          | 1,2,3          | 1,2,3          | 1,2,3          | 1,2,3          | 1,2,3          | 1,2,3          | 1,2,3          | 1st   | 2nd   | 3rd   |  |                   |  |  |
| Mls. | LEAVE                    | p.m.               | a.m.  | a.m.           | a.m.            | a.m.           | a.m.           | a.m.           | a.m.           | p.m.           | a.m.           | a.m.           | p.m.           | a.m.           | p.m.           | a.m.           | p.m.           | a.m.           | p.m.           | a.m.           | p.m.           | a.m.           | p.m.           | a.m.           | s. d. | s. d. | s. d. |  |                   |  |  |
|      | <b>London</b> .....      | 8 45               | ..    | ..             | ..              | ..             | ..             | ..             | ..             | 6 15           | 10 0           | ..             | 11 0           | 8 45           | ..             | 10 0           | ..             | ..             | ..             | ..             | ..             | ..             | ..             | ..             | ..    | ..    | ..    |  |                   |  |  |
| —    | <b>Birmingham</b> .....  | 1a.25              | ..    | ..             | ..              | ..             | 6 0            | ..             | ..             | 11 15          | 1p.45          | ..             | 4p.15          | 1a.25          | ..             | 1p.45          | ..             | ..             | ..             | ..             | ..             | ..             | ..             | ..             | ..    | ..    | ..    |  |                   |  |  |
|      | <b>Chester</b> .....     | 4 15               | 6 0   | ..             | 8 30            | 9 30           | 10 30          | 11 30          | 1 30           | 3 15           | 5 0            | 7 0            | 8 30           | 4 15           | 9 30           | 1 0            | 5 30           | 8 30           | 0 6            | 0              | 40             | 3              | ..             | ..             | ..    | ..    | ..    |  |                   |  |  |
| 3    | Mollington arrival       | ..                 | 4 9   | ..             | 8 39            | 9 39           | ..             | 1 39           | 3 24           | ..             | ..             | 7 9            | 8 39           | ..             | 9 39           | 1 9            | ..             | ..             | ..             | ..             | ..             | ..             | ..             | ..             | ..    | ..    |       |  |                   |  |  |
| 7    | <b>Sutton</b> .....      | ..                 | 6 21  | 8 30           | 8 51            | 9 51           | 10 51          | 11 51          | 1 51           | 3 36           | 5 21           | 7 21           | 8 51           | ..             | 9 51           | 1 21           | 5 51           | 8 51           | 1 2            | 0              | 11             | 0              | 7              | ..             | ..    | ..    |       |  |                   |  |  |
| 8    | <b>Hooton</b> .....      | ..                 | 6 24  | 8 33           | ..              | 9 54           | ..             | 11 54          | 1 54           | 3 39           | 5 24           | 7 24           | 8 54           | ..             | 9 54           | 1 24           | 5 54           | 8 54           | 1 4            | 1              | 0              | 8              | ..             | ..             | ..    | ..    |       |  |                   |  |  |
| 9    | <b>Bromborough</b> ..... | ..                 | 6 27  | 8 36           | ..              | 9 57           | ..             | 11 57          | 1 57           | 3 42           | ..             | 7 27           | 8 57           | ..             | 9 57           | 1 27           | ..             | ..             | ..             | ..             | ..             | ..             | ..             | ..             | ..    | ..    |       |  |                   |  |  |
| 11   | <b>Spital</b> .....      | ..                 | 6 33  | 8 42           | ..              | 0 3            | ..             | 12 3           | 2 3            | 3 48           | ..             | 7 33           | 9 3            | ..             | 10 3           | 1 33           | ..             | ..             | ..             | ..             | ..             | ..             | ..             | ..             | ..    | ..    |       |  |                   |  |  |
| 12   | <b>Bebington</b> .....   | ..                 | 6 36  | 8 45           | ..              | 10 6           | ..             | 12 6           | 2 6            | 3 51           | 5 30           | 7 36           | 9 6            | ..             | 10 6           | 1 36           | 6 0            | 9 6            | 2 0            | 1              | 6              | 1              | ..             | ..             | ..    | ..    |       |  |                   |  |  |
| 13   | <b>Rock Lane</b> .....   | ..                 | 6 39  | 8 48           | ..              | 10 9           | ..             | 12 9           | 2 9            | 3 54           | ..             | 7 39           | 9 9            | ..             | 10 9           | 1 39           | ..             | ..             | ..             | ..             | ..             | ..             | ..             | ..             | ..    | ..    |       |  |                   |  |  |
| 13½  | <b>Lime Kiln Lane</b> .. | ..                 | 6 41  | 8 50           | ..              | 10 11          | ..             | 12 11          | 2 11           | 3 56           | ..             | 7 41           | 9 11           | ..             | 10 11          | 1 41           | ..             | ..             | ..             | ..             | ..             | ..             | ..             | ..             | ..    | ..    |       |  |                   |  |  |
| 15   | <b>Birkenhead</b> ..     | 4 40               | 6 43  | 8 55           | 9 10            | 10 15          | 11 15          | 12 15          | 2 15           | 4 0            | 5 40           | 7 45           | 9 15           | 4 40           | 10 15          | 1 45           | 6 10           | 9 15           | 2 6            | 2              | 0              | 1              | 3              | ..             | ..    | ..    |       |  |                   |  |  |
| 16   | <b>Liverpool</b> .....   | ..                 | 7 0   | 9 10           | 9 25            | 10 30          | 11 30          | 12 30          | 2 30           | 4 15           | 5 55           | 8 0            | 9 30           | ..             | 10 30          | 2 0            | 6 25           | 9 30           | ..             | ..             | ..             | ..             | ..             | ..             | ..    | ..    |       |  |                   |  |  |

The Express Train for Birkenhead leaves London at 5 p.m.; Birmingham at 8 10 p.m.; and Chester at 10 40 p.m.; 1st Class only.

|      |                     | UP.<br>STATIONS. |      | 1,2,3<br>class. | 1&2<br>class. | 1&2<br>class | 1&2<br>class | 1&2<br>class | 1&2<br>class | 1&2<br>class | 1&2<br>class | 1&2<br>class | 1&2<br>class | 1,2,3<br>class | SUNDAY TRAINS. |      |      |       |       | FARES fr. Chester |       |       |
|------|---------------------|------------------|------|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|----------------|------|------|-------|-------|-------------------|-------|-------|
|      |                     | 1,2,3            | 1&2  | 1&2             | 1&2           | 1&2          | 1&2          | 1&2          | 1&2          | 1&2          | 1&2          | 1&2          | 1&2          | 1,2,3          | 1,2,3          | 1&2  | 1&2  | 1&2   | 1,2,3 | 1st               | 2nd   | 3rd   |
| Mls. | LEAVE               | a.m.             | a.m. | a.m.            | a.m.          | a.m.         | a.m.         | p.m.         | p.m.         | p.m.         | p.m.         | p.m.         | p.m.         | a.m.           | a.m.           | p.m. | p.m. | p.m.  | p.m.  | s. d.             | s. d. | s. d. |
|      | Liverpool ....      | 6 0              | 7 0  | 8 30            | 9 30          | 10 30        | 11 30        | 1 30         | 3 30         | 5 0          | 7 0          | 8 15         | 9 30         | 8 0            | 10 30          | 2 0  | 5 30 | 8 15  | ..    | ..                | ..    |       |
|      | Birkenhead ..       | 6 15             | 7 30 | 8 45            | 9 45          | 10 45        | 11 45        | 1 45         | 3 45         | 5 15         | 7 15         | 8 45         | 9 45         | 8 15           | 10 45          | 2 15 | 5 45 | 8 45  | ..    | ..                | ..    |       |
| 1½   | Lime Kiln Lane, ar. | 6 20             | 7 35 | ..              | 9 50          | ..           | 11 50        | 1 50         | ..           | 5 20         | 7 20         | ..           | 9 50         | 8 20           | 10 50          | 2 20 | 5 50 | ..    | 0 4   | 0 3               | 0 2   |       |
| 2    | Rock Lane .....     | 6 23             | 7 38 | ..              | 9 52          | ..           | 11 53        | 1 53         | ..           | 5 23         | 7 23         | ..           | 9 53         | 8 23           | 10 53          | 2 23 | 5 53 | ..    | 0 4   | 0 3               | 0 2   |       |
| 3    | Bebington arrival.. | 6 26             | 7 42 | ..              | 9 55          | ..           | 11 56        | 1 56         | ..           | 5 26         | 7 26         | ..           | 9 56         | 8 26           | 10 56          | 2 26 | 5 56 | ..    | 0 6   | 0 4               | 0 3   |       |
| 4    | Spital .....        | 6 30             | 7 45 | ..              | 9 58          | ..           | 12 0         | 2 0          | ..           | 5 30         | 7 30         | ..           | 10 0         | 8 30           | 11 0           | 2 30 | 6 0  | ..    | 0 8   | 0 6               | 0 4   |       |
| 6    | Bromborough ....    | 6 36             | 7 52 | ..              | 10 4          | ..           | 12 6         | 2 6          | ..           | 5 36         | 7 36         | ..           | 10 6         | 8 36           | 11 6           | 2 36 | 6 6  | ..    | 1 0   | 0 9               | 0 6   |       |
| 7    | Hooton .....        | 6 39             | 7 56 | ..              | 10 7          | ..           | 12 9         | 2 9          | ..           | 5 39         | 7 39         | ..           | 10 9         | 8 39           | 11 9           | 2 39 | 6 9  | ..    | 1 2   | 0 10              | 0 7   |       |
| 8    | Sutton .....        | 6 42             | 8 0  | 9 5             | 10 11         | 11 5         | 12 12        | 2 12         | 4 5          | 5 42         | 7 42         | 9 2          | 10 12        | 8 42           | 11 12          | 2 42 | 6 12 | 9 2   | 1 4   | 1 0               | 0 8   |       |
| 12   | Mollington .....    | 6 53             | ..   | ..              | 10 22         | ..           | 12 23        | 2 23         | ..           | 5 53         | 7 53         | ..           | 10 23        | 8 53           | 11 23          | 2 53 | 6 23 | ..    | 2 6   | 1 6               | 1 0   |       |
| 15   | Chester .....       | 7 0              | ..   | 9 25            | 10 30         | 11 25        | 12 30        | 2 30         | 4 20         | 6 0          | 8 0          | 9 17         | 10 36        | 9 0            | 11 30          | 3 0  | 6 30 | 9 17  | 2 6   | 2 0               | 1 3   |       |
| 90   | Birmingham .....    | 11 6             | ..   | 1 15            | ..            | 3 20         | ..           | ..           | 10 0         | ..           | ..           | 12 36        | ..           | ..             | ..             | ..   | ..   | 12 36 | 15    | 6                 | 12 7  |       |
| 202  | London .....        | 5 0              | ..   | 6 0             | ..            | 8 45         | ..           | ..           | ..           | ..           | ..           | 5 18         | ..           | ..             | ..             | ..   | ..   | 5 18  | 35    | 6                 | 26 6  |       |

The Express Train leaves Birkenhead at 4½ p.m.; Birmingham at 7 35 p.m. Fare to Birmingham 18s.; to London 43s.

Day Tickets will be issued at Liverpool, Birkenhead and Chester, (returning the same day, by any train, except by the Express Train from Chester, at 10 40 p.m.) First class, 4s.; Second class, 3s.—Children under ten years of age are charged half-price.



# SHREWSBURY AND CHESTER.

| From<br>Rhuabon | Mls | Rhuabon, to Chester<br>Birkenhead, and<br>Liverpool. | WEEK DAYS.        |                   |                   |                   |            |            | Sundays          |                  | FARES.       |              |                     | Day Tickets |       |       |       |
|-----------------|-----|------------------------------------------------------|-------------------|-------------------|-------------------|-------------------|------------|------------|------------------|------------------|--------------|--------------|---------------------|-------------|-------|-------|-------|
|                 |     |                                                      | 1<br>3rd<br>Class | 2<br>& 2<br>Class | 3<br>& 2<br>Class | 4<br>& 2<br>Class | 5<br>Class | 6<br>Class | 1, 2, 3<br>Class | 1, 2, 3<br>Class | 1st<br>Class | 2nd<br>Class | Chp<br>3rd<br>Class | 1 cl.       | 2 cl. |       |       |
|                 |     |                                                      | a.m.              | a.m.              | a.m.              | p.m.              | p.m.       | p.m.       | a.m.             | p.m.             | s. d.        | s. d.        | s. d.               | s. d.       | s. d. | s. d. | s. d. |
|                 |     | <b>Rhuabon</b> ..... dep.                            | 6 15              | 7 30              | 9 35              | 12 30             | 4 5        | 6 0        | 8 30             | 4 30             | ..           | ..           | ..                  | ..          | ..    | ..    | ..    |
|                 | 5   | <b>Wrexham</b> ..... arrival                         | 6 35              | 7 40              | 9 45              | 12 40             | 4 15       | 6 10       | 8 40             | 4 40             | 1 0          | 0 9          | 0 5                 | ..          | ..    | ..    | ..    |
|                 | 8   | Gresford.....                                        | 6 55              | 7 53              | ..                | 12 53             | ..         | 6 23       | 8 52             | 4 52             | 1 8          | 1 2          | 0 8                 | ..          | ..    | ..    | ..    |
|                 | 9   | Rossett.....                                         | 7 5               | 7 55              | 10 0              | 12 55             | 4 29       | 6 28       | 8 56             | 4 56             | 1 10         | 1 4          | 0 11                | ..          | ..    | ..    | ..    |
|                 | 11  | Pulford and Dodelston ..                             | 7 20              | 8 3               | ..                | 1 3               | ..         | 6 33       | 9 0              | 5 0              | 2 3          | 1 7          | 0 11                | ..          | ..    | ..    | ..    |
|                 | 14  | Saltney.....                                         | 7 35              | 8 14              | 10 15             | 1 14              | 4 41       | 9 41       | 10 5             | 5 10             | 2 10         | 2 0          | 1 1                 | ..          | ..    | ..    | ..    |
|                 | 17  | <b>Chester</b> ..... arrival                         | 8 0               | 8 25              | 10 25             | 1 25              | 4 50       | 6 55       | 9 20             | 5 20             | 3 0          | 2 6          | 1 5                 | 4 6         | 3 4   | ..    | ..    |
|                 | 32  | Birkenhead..... "                                    | ..                | 9 10              | 11 15             | 2 15              | 5 40       | 7 45       | 10 15            | 6 10             | 5 6          | 4 6          | 2 8                 | 8 6         | 6 5   | ..    | ..    |
|                 | —   | Liverpool..... "                                     | ..                | 9 25              | 11 30             | 2 30              | 5 55       | 8 0        | 10 30            | 6 25             | 5 8          | 4 8          | 2 10                | ..          | ..    | ..    | ..    |
| From<br>Chester | Mls | Liverpool and<br>Birkenhead to<br>Rhuabon.           | WEEK DAYS.        |                   |                   |                   |            |            | Sundays          |                  | FARES.       |              |                     | Day Tickets |       |       |       |
|                 |     |                                                      | 1<br>3rd<br>Class | 2<br>& 2<br>Class | 3<br>& 2<br>Class | 4<br>& 2<br>Class | 5<br>Class | 6<br>Class | 1, 2, 3<br>Class | 1, 2, 3<br>Class | 1st<br>Class | 2nd<br>Class | Chp<br>3rd<br>Class | 1 cl.       | 2 cl. |       |       |
|                 |     |                                                      | a.m.              | a.m.              | a.m.              | p.m.              | p.m.       | p.m.       | a.m.             | p.m.             | s. d.        | s. d.        | s. d.               | s. d.       | s. d. | s. d. | s. d. |
|                 |     | <b>Liverpool</b> ..... dep.                          | 6 0               | 8 30              | 10 30             | 1 30              | 4 0        | 7 18       | 8 0              | 5 10             | 2 8          | 2 2          | 1 5                 | 4 0         | 3 0   | ..    | ..    |
|                 | 15  | <b>Birkenhead</b> .....                              | 6 15              | 8 45              | 10 45             | 1 45              | 4 15       | 7 15       | 8 15             | 5 45             | 2 6          | 2 0          | 1 3                 | ..          | ..    | ..    | ..    |
|                 | —   | <b>Chester</b> .....                                 | 7 30              | 9 45              | 11 40             | 2 45              | 5 15       | 8 15       | 9 30             | 6 40             | ..           | ..           | ..                  | ..          | ..    | ..    | ..    |
|                 | 3   | <b>Saltney</b> ..... arrival                         | 7 40              | 9 45              | 11 45             | 2 53              | 5 20       | 8 25       | 9 38             | 6 48             | 0 6          | 0 4          | 0 5                 | ..          | ..    | ..    | ..    |
|                 | 6   | Pulford and Dodelston ..                             | 7 55              | 9 59              | 11 57             | 3 4               | 5 26       | 8 3        | 9 49             | 6 59             | 1 3          | 0 10         | 0 6                 | ..          | ..    | ..    | ..    |
|                 | 8   | Rossett.....                                         | 8 0               | 10 4              | 12 1              | 3 9               | 5 30       | 8 39       | 9 54             | 7 4              | 1 8          | 1 2          | 0 9                 | ..          | ..    | ..    | ..    |
|                 | 9   | Gresford.....                                        | 8 10              | 10 11             | 12 4              | 3 16              | 5 35       | 8 46       | 10 1             | 7 11             | 1 10         | 1 4          | 0 9                 | ..          | ..    | ..    | ..    |
|                 | 12  | <b>Wrexham</b> .....                                 | 8 35              | 10 27             | 12 22             | 3 32              | 5 48       | 9 2        | 10 17            | 7 27             | 2 6          | 1 9          | 1 0                 | 3 9         | 3 0   | ..    | ..    |
|                 | 17  | <b>Rhuabon</b> ..... arrival                         | 9 10              | 10 40             | 12 35             | 3 45              | 6 0        | 9 15       | 10 30            | 7 40             | 3 0          | 2 6          | 1 5                 | 4 6         | 3 9   | ..    | ..    |

**Day Tickets** not transferable, and to return the same day by any train, will be issued at Chester, Wrexham, and Rhuabon. Children under ten years of age are charged half-price—in arms, free. **Season Tickets**, not transferable, to pass between any of the stations on the Line, will be granted at the following Rates, viz.—  
12 Months, 6 Months, 3 Months.  
First Class.... 20s. per Mile.... 12s. per Mile.... 8s. per Mile.  
Second Class.... 15s. per Mile.... 9s. per Mile.... 6s. per Mile.  
Any fractional part of a mile will be charged the same as a whole mile, and parties under fourteen Years of Age, one-half the above rates.  
The charge for conveyance between Monk's Ferry and Liverpool, is 2d. each way, or 25s. for 12 months, 1/s. 6d. for 6 months, 12s. 6d. for 3 months.

Secretary, Wm. Swan, Newcastle.

## NEWCASTLE AND NORTH SHIELDS.

Engineer, R. Nicholson.

MONDAYS TO FRIDAYS, INCLUSIVE.

From Newcastle to North Shields, 8, 8½, 9, 9½, 10, 10½, 11, 11½, and 12 a.m.; 1, 2, 2½, 3, 3½, 4, 4½, 5, 6, 7, and 8½ p.m.

From North Shields to Newcastle, 8½, 9, 9½, 10, 10½, 11, 11½, and 12 a.m.; 12½, 1½, 2½, 3, 3½, 4, 4½, 5, 6, 7, and 8 p.m.

**SATURDAYS**—From Newcastle to North Shields 8, 8½, 9, 9½, 10, 10½, 11, 11½, and 12 a.m.; 1, 2, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 7½, 8, and 8½ p.m. From North Shields to Newcastle, 8½, 9, 9½, 10, 10½, 11, 11½, and 12 a.m.; 12½, 1½, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 7½, 8, and 9 p.m.

A Train from Shields every Tuesday morning, early, for the convenience of parties attending the Newcastle Cattle Market.

**On SUNDAYS**—From Newcastle, 8, 9, 10, and 10½ a.m.; 1, 2, 3, 4, 5, 6, 7, 8, and 8½ p.m. From North Shields, 8½, 9½, and 10½ a.m.; 1, 1½, 2½, 3½, 4½, 5½, 6½, 7½, 8½, and 9 p.m.—Fares, First Class 9d.; Second Class 6d.; Third Class 4d. From the intermediate stations, First Class 6d.; Second Class 4d. **Double Tickets**, First Class 1s.

Omnibuses attend, to convey passengers to and from Tynemouth.

Sec., John Adamson, Forth, Newcastle-on-Tyne. **NEWCASTLE & CARLISLE—60 Mls.** Supt. Traffic, John Chantler.  
Length of Line from Carlisle Canal to Newcastle 60½ miles.

| Going West 1* 2 3 4 5* 6 |      |       |       |      |      |      | Sunday Fares. |       |      |      | Going East 1* 2 3 4 5* 6 |    |                   |      |       |       |      | Sundays. |      |       |      |      |      |      |      |      |      |      |      |
|--------------------------|------|-------|-------|------|------|------|---------------|-------|------|------|--------------------------|----|-------------------|------|-------|-------|------|----------|------|-------|------|------|------|------|------|------|------|------|------|
| Trains from              | a.m. | a.m.  | a.m.  | p.m. | p.m. | p.m. | a.m.          | p.m.  | s.   | d.   | s.                       | d. | Trains leave      | a.m. | a.m.  | a.m.  | p.m. | p.m.     | p.m. | a.m.  | p.m. | a.m. | p.m. | a.m. | p.m. | a.m. | p.m. | a.m. | p.m. |
| Newcastle                | 6 0  | 9 0   | 11 0  | 1 45 | 4 0  | 6 45 | ..            | 9 0   | 5 0  | ..   | ..                       | .. | Carlisle...       | 5 45 | 7 45  | 11 45 | 1 30 | 3 45     | 6 30 | 9 0   | 5 0  | ..   | ..   | ..   | ..   | ..   | ..   | ..   | ..   |
| Gateshead                | ..   | 8 50  | 10 50 | 1 35 | 3 50 | 6 35 | ..            | ..    | ..   | ..   | ..                       | .. | Milton .....      | 6 20 | 8 20  | 12 10 | 2 5  | 4 20     | 7 0  | 9 35  | 5 35 | ..   | ..   | ..   | ..   | ..   | ..   | ..   | ..   |
| Blaydon .....            | 6 15 | 9 15  | 11 15 | 2 0  | 4 15 | 7 0  | ..            | 9 15  | 5 15 | 1 0  | 0                        | 6  | Rose Hill .....   | 6 40 | 8 40  | 12 25 | 2 25 | 4 40     | 7 17 | 9 55  | 5 55 | ..   | ..   | ..   | ..   | ..   | ..   | ..   | ..   |
| Stockfield               | 6 45 | 9 45  | 11 45 | 2 30 | 4 45 | 7 30 | ..            | 9 45  | 5 45 | 2 6  | 10                       | 6  | Haltwhistle ..... | 6 55 | 8 55  | 12 40 | 2 40 | 4 55     | 7 33 | 10 10 | 6 10 | ..   | ..   | ..   | ..   | ..   | ..   | ..   | ..   |
| Hexham .....             | 7 13 | 10 13 | 12 13 | 2 58 | 5 18 | 7 58 | ..            | 10 13 | 6 13 | 3 10 | 2                        | 6  | Haydon Bridge     | 7 20 | 9 20  | 1 5   | 3 55 | 20 8     | 0    | 10 35 | 6 35 | ..   | ..   | ..   | ..   | ..   | ..   | ..   | ..   |
| Haydon Edg.              | 7 38 | 10 38 | 12 38 | 3 23 | 5 43 | 8 23 | ..            | 10 38 | 6 38 | 5 3  | 4                        | 0  | Hexham ....       | 7 45 | 9 45  | 1 30  | 3 30 | 5 45     | 8 23 | 11 0  | 7 0  | ..   | ..   | ..   | ..   | ..   | ..   | ..   | ..   |
| Haltwhistle              | 8 3  | 11 5  | 1 5   | 5 3  | 5 0  | 8 20 | ..            | 11 5  | 7 5  | 6    | 10                       | 5  | Stockfield ..     | 8 10 | 10 10 | 1 50  | 3 55 | 6 10     | 8 45 | 11 25 | 7 25 | ..   | ..   | ..   | ..   | ..   | ..   | ..   | ..   |
| Rose Hill ....           | 8 20 | 11 20 | 1 20  | 4 5  | 5 5  | 9 5  | ..            | 11 20 | 7 20 | ..   | ..                       | .. | Blaydon .....     | 8 45 | 10 40 | 2 20  | 4 30 | 6 45     | 9 15 | 12 0  | 8 0  | ..   | ..   | ..   | ..   | ..   | ..   | ..   | ..   |
| Milton .....             | 8 45 | 11 45 | 1 45  | 5 30 | 7 0  | 9 30 | ..            | 11 45 | 7 45 | 9    | 0                        | 7  | Gateshead ..      | 9 5  | 11 0  | 2 40  | 4 50 | 7 5      | 9 35 | ..    | ..   | ..   | ..   | ..   | ..   | ..   | ..   | ..   | ..   |
| Carlisle .....           | 9 15 | 12 15 | 2 15  | 5 0  | 7 30 | 10 0 | ..            | 12 15 | 8 15 | 11   | 0                        | 8  | Newcastle ..      | 9 5  | 11 0  | 2 40  | 4 50 | 7 5      | 9 35 | ..    | ..   | ..   | ..   | ..   | ..   | ..   | ..   | ..   | ..   |

Nos. 3 west, and 3 east are mail trains; and on Sundays, the 5 p.m. west, and 9 a.m. east are mails.

On Saturdays, Newcastle to Blaydon at 5 p.m., third class.

\* Third class carriages attached to these trains. Fare one penny per mile.

FARES between Newcastle and Carlisle.—First class, 11s.; second class, 8s. 6d.; third class, 5s.

### PRESTON, LANCASTER, KENDAL, AND CARLISLE.

| from Carl. | Carlisle to Lancstr & Prstn | 1 lcls. | 2 1,2,3 mail | 3 1,2,3 | 4 1,2,3 | 5 1,2,3 exp | 6 1,2,3 | 7 1,2,3 | Sundy 1,2,3 | from Prstn | Prstn & Lancstr to Carlisle. | 1 1,2             | 2 1,2,3 | 3 1,2,3 | 4 1,2 | 5 1,2 | 6 1,2 | 7 1,2 | Sundy 1,2,3,1 & 2 |      |
|------------|-----------------------------|---------|--------------|---------|---------|-------------|---------|---------|-------------|------------|------------------------------|-------------------|---------|---------|-------|-------|-------|-------|-------------------|------|
| Mls        | UP TRAINS.                  | a.m.    | a.m.         | a.m.    | a.m.    | p.m.        | p.m.    | p.m.    | a.m.        | p.m.       | Mls                          | DOWN TRAINS.      | a.m.    | a.m.    | p.m.  | p.m.  | p.m.  | p.m.  | p.m.              | a.m. |
| —          | Carlisle.....               | 12 45   | ..           | ..      | 8 30    | ..          | 3 28    | 4 0     | 12 45       | 3 28       | —                            | Preston. depart   | 5 50    | 9 35    | 12 15 | 3 40  | 5 35  | 9 0   | 5 50              |      |
| 8          | Brisco.....                 | ..      | ..           | ..      | 8 40    | ..          | ..      | 4 10    | ..          | ..         | 21                           | Lancaster         | 6 39    | 10 30   | 1 10  | 4 40  | 6 30  | 9 45  | 6 39              |      |
| 7          | Southwaite.....             | ..      | ..           | ..      | 8 51    | ..          | ..      | 4 21    | ..          | ..         | 22                           | Hest Bank.....    | ..      | 10 46   | ..    | 4 50  | ..    | ..    | ..                |      |
| 13         | Plumpton.....               | ..      | ..           | ..      | 9 8     | ..          | ..      | 4 39    | ..          | ..         | 23                           | Carnforth.....    | ..      | 10 50   | ..    | 4 58  | ..    | ..    | ..                |      |
| 17½        | Penrith.....                | 1 31    | ..           | ..      | 9 30    | ..          | 1 14    | 5 0     | 1 31        | 4 14       | 31½                          | Burton and Holme. | 7 7     | 11 3    | ..    | 5 10  | 6 58  | ..    | 7 7               |      |
| 22         | Clifton.....                | ..      | ..           | ..      | 9 42    | ..          | ..      | ..      | ..          | ..         | 34½                          | Milnthorpe.....   | 7 19    | 11 15   | ..    | 5 21  | 7 10  | ..    | 7 19              |      |
| 29½        | Shap.....                   | 2 8     | ..           | ..      | 10 7    | ..          | 4 51    | ..      | 2 8         | 4 51       | 40                           | Kendal Junction   | 7 38    | 11 35   | ..    | 5 40  | 7 29  | ..    | 7 38              |      |
| 37         | Tebay.....                  | ..      | ..           | ..      | 10 30   | ..          | 5 10    | ..      | ..          | 5 10       | —                            | Kendal dep.       | 7 30    | 10 58   | ..    | ..    | 7 15  | ..    | 7 30              |      |
| 41½        | Low Gill.....               | ..      | ..           | ..      | 10 47   | ..          | ..      | ..      | ..          | ..         | 48½                          | Low Gill.....     | ..      | 11 58   | ..    | ..    | ..    | ..    | ..                |      |
| 50         | Kendal Junction.            | 3 6     | ..           | 8 10    | 11 8    | 5 49        | 3 6     | 5 49    | 5 30        | 5 30       | 53                           | Tebay.....        | ..      | 12 12   | ..    | 8 0   | ..    | ..    | 8 0               |      |
| —          | Kendal dep.                 | ..      | ..           | 8 10    | 10 55   | 5 30        | ..      | 5 30    | ..          | ..         | 60½                          | Shap.....         | 8 36    | 12 40   | ..    | 8 27  | ..    | ..    | 8 36              |      |
| 55½        | Milnthorpe.....             | 3 25    | ..           | 8 25    | 11 26   | 6 8         | 3 25    | 6 8     | ..          | ..         | 68                           | Clifton.....      | ..      | 1 3     | ..    | ..    | ..    | ..    | ..                |      |
| 58½        | Burton and Holme.           | 3 37    | ..           | 8 35    | 11 39   | 6 20        | 3 37    | 6 20    | ..          | ..         | 72½                          | Penrith.....      | 9 13    | 1 18    | ..    | 9 4   | ..    | ..    | 5 15              |      |
| 62½        | Carnforth.....              | ..      | ..           | 8 49    | 11 53   | ..          | ..      | ..      | ..          | ..         | 77                           | Plumpton.....     | ..      | 1 33    | ..    | ..    | ..    | ..    | 5 30              |      |
| 66         | Hest Bank.....              | ..      | ..           | 9 0     | 12 5    | ..          | ..      | ..      | ..          | ..         | 83                           | Southwaite.....   | ..      | 1 52    | ..    | ..    | ..    | ..    | 5 45              |      |
| 69         | Lancaster.....              | 4 10    | 6 30         | 9 20    | 12 25   | 2 50        | 6 53    | ..      | 4 10        | 6 53       | 87                           | Brisco.....       | ..      | 2 7     | ..    | ..    | ..    | ..    | 6 0               |      |
| 90         | Preston arrive.             | 5 10    | 7 25         | 10 30   | 1 25    | 3 50        | 7 53    | ..      | 5 10        | 7 53       | 90                           | Carlisle.....     | 10 4    | 2 15    | ..    | 9 55  | 6 15  | 10 4  | 9 55              |      |

FARES between Preston and Lancaster—First class, 4s. 0d.; Second class, 2s. 9d.; Third class, 1s. 8d.

„ Preston and Carlisle — „ 18s. 0d., „ 12s. 6d., „ 7s. 6d.

„ Carlisle and Kendal — „ 10s. 6d., „ 7s. 3d., „ 4s. 4d.

Children under 10 years of age, half price; children in arms, unable to walk, pass free.



# STOCKTON & DARLINGTON, Wear & Derwent, & Middlesbro' & Redcar Railways.

| Going West.                 |      |         |       |      |      |      |      |       |      | Going East. |      |      |       |       |      |      |       |      |    |
|-----------------------------|------|---------|-------|------|------|------|------|-------|------|-------------|------|------|-------|-------|------|------|-------|------|----|
|                             | 1    | 2       | 3     | 4    | 5    | 6    | 7    | Sund. |      |             | 1    | 2    | 3     | 4     | 5    | 6    | Sund. |      |    |
|                             | a.m. | a.m.    | a.m.  | p.m. | p.m. | p.m. | p.m. | a.m.  | p.m. | a.m.        | a.m. | a.m. | p.m.  | p.m.  | p.m. | a.m. | p.m.  |      |    |
| Redcar .....                | ..   | * 10 10 | ..    | ..   | ..   | 3 10 | ..   | Mail  | 3 10 | ..          | ..   | ..   | 8 0   | ..    | 1 30 | ..   | ..    | ..   | .. |
| Hartlepool and Seaton ..    | ..   | 7 45 10 | 6 1   | 0    | ..   | 3 9  | 6 0  | ..    | 1 0  | ..          | ..   | ..   | 8 30  | ..    | 2 0  | ..   | ..    | ..   | .. |
| Middlesborough .....        | 6 10 | 8 5     | 10 40 | 1 40 | ..   | 3 40 | 6 40 | ..    | 3 40 | ..          | ..   | 7 30 | 9 55  | ..    | 3 0  | 6 10 | ..    | mail | .. |
| Stockton .....              | 6 30 | 8 25    | 11 0  | 2 0  | ..   | 4 0  | 7 0  | ..    | 4 0  | ..          | ..   | 8 0  | 10 30 | ..    | 3 40 | 6 45 | ..    | 2 30 | .. |
| Yarm .....                  | 6 40 | 8 35    | 11 10 | 2 10 | ..   | 4 10 | 7 10 | ..    | 4 10 | ..          | ..   | 7 30 | ..    | ..    | 3 0  | ..   | ..    | ..   | .. |
| Middleton and Dinsdale ..   | 6 50 | 8 45    | 11 20 | 2 20 | ..   | 4 20 | 7 20 | ..    | 4 20 | ..          | ..   | 8 10 | 10 40 | ..    | 3 50 | 6 55 | ..    | 3 0  | .. |
| Darlington .....            | 7 0  | 8 55    | 11 30 | 2 30 | ..   | 4 30 | 7 30 | ..    | 4 30 | ..          | ..   | 8 20 | 10 50 | ..    | 4 0  | 7 5  | ..    | 3 30 | .. |
| Darlington .....            | ..   | 9 0     | 12 0  | ..   | ..   | 4 45 | 7 45 | 8 50  | ..   | ..          | ..   | 8 30 | 11 0  | ..    | 4 10 | 7 15 | mail  | 4 0  | .. |
| Aycliffe and Heighington .. | ..   | 9 8     | 12 10 | ..   | ..   | 4 55 | 7 55 | 9 30  | ..   | ..          | ..   | 7 40 | 8 40  | 11 25 | 2 0  | 5 15 | 8 0   | 8 50 | .. |
| Shildon .....               | ..   | 9 18    | 12 20 | ..   | ..   | 5 5  | 8 5  | 9 50  | ..   | ..          | ..   | 7 50 | 8 48  | 11 32 | 2 8  | 5 23 | 8 8   | 9 0  | .. |
| Bishop Auckland .....       | ..   | 9 28    | 12 30 | ..   | ..   | 5 15 | 8 15 | 10 30 | ..   | ..          | ..   | 8 0  | 9 0   | 11 45 | 2 18 | 5 33 | 8 18  | 9 10 | .. |
| .. for St. Helens by Om-    | ..   | 9 28    | ..    | ..   | ..   | 3 40 | 5 15 | ..    | ..   | ..          | ..   | 8 10 | 9 15  | 12 0  | 2 30 | 5 50 | 8 30  | 9 20 | .. |
| Crook .....                 | ..   | 9 55    | 1 0   | ..   | ..   | 4 10 | 5 50 | ..    | ..   | ..          | ..   | ..   | 9 25  | 12 10 | 2 45 | 6 0  | 8 40  | 9 30 | .. |
| Waskerley Park .....        | ..   | 10 50   | ..    | ..   | ..   | 5 10 | ..   | ..    | ..   | ..          | ..   | 9 0  | 11 0  | 1 10  | 4 40 | 6 30 | ..    | 10 0 | .. |
| Cold Rowley .....           | ..   | 11 20   | ..    | ..   | ..   | 5 50 | ..   | ..    | ..   | ..          | ..   | ..   | 12 45 | ..    | 6 30 | ..   | ..    | ..   | .. |

Additional trains from Middlesbro' to Stockton, at 8 50 & 9 50 a.m.; 12 30, 5, & 7 40 p.m. From Stockton to Middlesbro' at 7 8 35, & 10 10 a.m.; 1 4, & 7 p.m. Day Tickets from Stockton, Yarm, Darlington, and Aycliffe, on Thursdays, to Bishop Auckland, by No. 2 going west; and return by No. 6 going east.

Sec., A. Basnett, Stockton-on-Tees. **STOCKTON AND HARTLEPOOL AND CLARENCE.** Manager, R. Robinson.

| Stockton to Hartlepool.             |  |            |       |       |      | Hartlepool to Stockton.             |                            |            |      |       |       | Sunday Trains leave                                             |      |                                                                                             |  |
|-------------------------------------|--|------------|-------|-------|------|-------------------------------------|----------------------------|------------|------|-------|-------|-----------------------------------------------------------------|------|---------------------------------------------------------------------------------------------|--|
| STATIONS.                           |  | Week Days. |       |       |      | STATIONS.                           |                            | Week Days. |      |       |       | Stockton at 9 40 a.m. and 1½ p.m.; and Stranton at 1 and 5 p.m. |      |                                                                                             |  |
| Trains leave                        |  | a.m.       | a.m.  | a.m.  | p.m. | p.m.                                | Trains leave               |            | a.m. | a.m.  | p.m.  | mail                                                            | p.m. | Sunday fare from Stockton to Stranton and Hartlepool—First class, 2s., Second class 1s. 6d. |  |
| Darlington via Ferryhill..          |  | ..         | 8 20  | 10 55 | ..   | ..                                  | Hartlepool departure       |            | 7 45 | 10 0  | 1 03  | 0 6                                                             | 0    | A Market Train leaves                                                                       |  |
| Darlington via Stockton..           |  | 7 40       | 8 40  | 11 20 | 0 5  | 20                                  | Seaton .....               |            | 7 50 | 10 5  | 1 53  | 5 6                                                             | 5    | Tod Hills at 8¼, and Coxhoe at 9 a.m. for Stockton every                                    |  |
| Stockton .....                      |  | 8 20       | 10 20 | 12 30 | 0 4  | 10                                  | Greatham .....             |            | 8 0  | 10 10 | 1 103 | 15 6                                                            | 15   | Saturday, and returns at 3¼ p.m.—Fare 6d.                                                   |  |
| Billingham .....                    |  | 8 30       | 10 35 | 12 45 | 4 15 | 25                                  | Billingham .....           |            | 8 10 | 10 20 | 1 203 | 25 6                                                            | 25   | A third class carriage is at-                                                               |  |
| Port Clarence .....                 |  | 7 45       | 10 0  | 12 15 | 3 05 | 50                                  | Port Clarence, arrival...  |            | 8 30 | 11 5  | 1 453 | 45 6                                                            | 45   | tached to the first and last                                                                |  |
| Seaton .....                        |  | 8 50       | 10 50 | 1 04  | 30   | 60                                  | Stockton .....             |            | 8 25 | 10 45 | 1 403 | 45 6                                                            | 45   | trains to and from Stockton                                                                 |  |
| Hartlepool .....                    |  | 9 0        | 11 0  | 1 10  | 40   | 60                                  | Darlington via Stockton..  |            | 9 0  | 11 30 | 2 30  | 40                                                              | 7 30 | and Ferryhill; and also to                                                                  |  |
| Sunderland .... arrival.            |  | ..         | 12 45 | 3 30  | 6 30 | ..                                  | Darlington via Ferryhill.. |            | ..   | 11 50 | ..    | 4 50                                                            | ..   | the first and last trains to and from Stockton & Hartlepool.                                |  |
| Hartlepool & Stockton to Newcastle. |  |            |       |       |      | Newcastle to Stockton & Hartlepool. |                            |            |      |       |       |                                                                 |      |                                                                                             |  |
| STATIONS.                           |  | Week Days. |       |       |      | STATIONS.                           |                            | Week Days. |      |       |       |                                                                 |      |                                                                                             |  |
| Trains leave                        |  | ..         | ..    | p.m.  | p.m. | ..                                  | Trains leave               |            | a.m. | p.m.  | mail. | p.m.                                                            |      |                                                                                             |  |
| Hartlepool departure                |  | ..         | ..    | 10 6  | 3 0  | ..                                  | Newcastle departure ..     |            | 8 0  | 10 0  | 3 15  | 5 0                                                             |      |                                                                                             |  |
| Stockton .....                      |  | 7 50       | 10 25 | 3 30  | 5 10 | ..                                  | Sunderland .....           |            | 8 0  | 10 0  | 3 05  | 0                                                               |      |                                                                                             |  |
| Sedgefield .....                    |  | 8 25       | 11 04 | 5 45  | 5 45 | ..                                  | Shields .....              |            | 8 0  | 10 0  | 3 05  | 0                                                               |      |                                                                                             |  |
| Ferryhill, arrival...               |  | 8 40       | 11 14 | 24    | 6 0  | ..                                  | Durham .....               |            | 8 25 | 10 40 | 3 55  | 5 40                                                            |      |                                                                                             |  |
| Coxhoe, arrival .....               |  | 8 50       | ..    | ..    | 6 5  | ..                                  | Coxhoe .....               |            | 8 50 | ..    | ..    | 6 5                                                             |      |                                                                                             |  |
| Durham .....                        |  | 9 20       | 12 55 | 5 20  | 7 35 | ..                                  | Ferryhill .....            |            | 9 0  | 11 30 | 4 24  | 6 15                                                            |      |                                                                                             |  |
| Shields .....                       |  | 10 0       | 12 45 | 6 35  | 8 5  | ..                                  | Sedgefield .....           |            | 9 15 | 11 45 | 4 40  | 6 30                                                            |      |                                                                                             |  |
| Sunderland .....                    |  | 10 0       | 12 45 | 6 35  | 8 5  | ..                                  | Stockton arrival .....     |            | 9 50 | 12 20 | 5 15  | 7 5                                                             |      |                                                                                             |  |
| Newcastle .. arrival.               |  | 10 0       | 12 45 | 6 15  | 8 5  | ..                                  | Hartlepool .. arrival.     |            | 11 0 | 1 16  | 6 50  | ..                                                              |      |                                                                                             |  |

**Sunday Trains** leave Stockton at 9 40 a.m. and 1 1 1 3 p.m.; and Stranton at 1 and 5 p.m.

Sunday fare from Stockton to Stranton and Hartlepool—First class, 2s., Second class 1s. 6d.

A Market Train leaves Tod Hills at 8 1/2, & Coxhoe at 9 a.m. for Stockton every Saturday, and returns at 3 1/2 p.m.—Fare 6d.

A third class carriage is attached to the first and last trains to and from Stockton and Ferryhill; and also to the first and last trains to and from Stockton & Hartlepool.

Return Tickets issued daily from Stockton to Seaton and Hartlepool, by the 12 1/2 p.m. train, at single fares there and back.

York and Newcastle.—DARLINGTON, DURHAM, NEWCASTLE AND YORK.

| Down Trains.     | Exps  |      |       |       |      | fast  |      |       |       |       | Mail. |       |       |       |       | Sundays. |       |       |       |       |
|------------------|-------|------|-------|-------|------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|
|                  | 1     | 2    | 3     | 4     | 5    | 6     | 7    | 8     | 9     | 10    | Mail. | Mail. | Mail. | Mail. | Mail. | Mail.    | Mail. | Mail. | Mail. | Mail. |
| LEAVE            | a.m.  | p.m. | a.m.  | a.m.  | a.m. | a.m.  | p.m. | a.m.  | a.m.  | a.m.  | a.m.  | p.m.  | p.m.  | p.m.  | p.m.  | a.m.     | p.m.  | p.m.  | p.m.  | a.m.  |
| London           | 9 0   | ..   | ..    | ..    | 6 45 | 9 25  | ..   | 9 0   | 6 15  | 10 30 | ..    | 9 0   | ..    | ..    | ..    | 7 10     | ..    | ..    | ..    | ..    |
| Rugby            | 12 5  | ..   | ..    | ..    | 6 45 | 11 45 | ..   | 12 10 | 9 50  | 1 30  | ..    | 12 5  | ..    | ..    | ..    | 1 0      | ..    | ..    | ..    | ..    |
| Leicester        | 12 50 | ..   | ..    | ..    | 7 45 | ..    | ..   | 12 45 | 10 45 | 2 15  | ..    | 12 50 | ..    | ..    | ..    | 1 45     | ..    | ..    | ..    | ..    |
| Birmingham       | 12 34 | ..   | ..    | ..    | 7 0  | ..    | ..   | 10 30 | 10 30 | 1 30  | ..    | 12 34 | ..    | ..    | ..    | 8 0      | ..    | ..    | ..    | ..    |
| Derby            | 2 34  | ..   | 6 0   | ..    | 9 20 | ..    | ..   | 2 5   | 12 30 | 4 0   | ..    | 2 34  | ..    | ..    | ..    | 3 45     | ..    | ..    | ..    | ..    |
| Sheffield        | 3 30  | ..   | 7 20  | 10 45 | 9 45 | ..    | ..   | 2 50  | 1 40  | 4 50  | ..    | 3 30  | ..    | ..    | ..    | 4 50     | ..    | ..    | ..    | ..    |
| Liverpool        | ..    | ..   | ..    | 9 0   | ..   | ..    | ..   | 11 45 | ..    | 2 0   | ..    | ..    | ..    | ..    | ..    | 8 0      | ..    | ..    | ..    | ..    |
| Manchester       | ..    | ..   | 6 15  | 10 15 | ..   | ..    | ..   | 1 0   | 11 0  | 3 30  | ..    | ..    | ..    | ..    | ..    | 10 15    | ..    | ..    | ..    | ..    |
| Leeds            | 4 45  | 7 15 | 9 50  | 12 30 | ..   | ..    | 2 50 | 4 0   | 3 0   | 6 0   | ..    | 4 45  | ..    | ..    | ..    | 6 25     | ..    | ..    | ..    | ..    |
| Normanton        | 5 11  | 7 15 | 9 50  | 12 35 | ..   | ..    | ..   | 4 5   | 3 20  | 6 25  | ..    | 5 11  | ..    | ..    | ..    | 6 25     | ..    | ..    | ..    | ..    |
| Hull             | ..    | 6 15 | 8 35  | 10 15 | ..   | ..    | ..   | 1 45  | 1 45  | 5 0   | ..    | ..    | ..    | ..    | ..    | 4 0      | ..    | ..    | ..    | ..    |
| Scarborough      | ..    | ..   | 6 40  | 12 0  | ..   | ..    | ..   | ..    | 4 0   | ..    | ..    | a.m.  | ..    | ..    | ..    | ..       | ..    | ..    | ..    | ..    |
| York             | 5 30  | 6 30 | 9 0   | 11 30 | 2 15 | 3 50  | ..   | 5 20  | 5 20  | 7 50  | ..    | 6 30  | 6 30  | ..    | ..    | 5 30     | 7 50  | ..    | ..    | ..    |
| Shipton          | 5 45  | ..   | 9 15  | ..    | 2 30 | ..    | ..   | ..    | 5 37  | ..    | ..    | ..    | 6 45  | ..    | ..    | 5 45     | ..    | ..    | ..    | ..    |
| Tollerton        | 5 53  | ..   | 9 24  | ..    | 2 39 | ..    | ..   | ..    | 5 47  | ..    | ..    | ..    | 6 54  | ..    | ..    | 5 54     | ..    | ..    | ..    | ..    |
| Alne             | 5 56  | 6 55 | 9 27  | 12 0  | 2 42 | ..    | ..   | 5 40  | 5 50  | 8 5   | ..    | 6 55  | 6 57  | ..    | ..    | 5 57     | 8 5   | ..    | ..    | ..    |
| Raskelf          | 6 0   | ..   | 9 32  | ..    | 2 47 | ..    | ..   | ..    | 5 55  | ..    | ..    | ..    | 7 2   | ..    | ..    | 6 2      | ..    | ..    | ..    | ..    |
| Sessay           | 6 11  | ..   | 9 44  | 12 7  | 2 59 | ..    | ..   | ..    | 6 7   | ..    | ..    | ..    | 7 14  | ..    | ..    | 6 14     | ..    | ..    | ..    | ..    |
| Thirsk           | 6 22  | 7 23 | 9 55  | 12 30 | 3 16 | ..    | ..   | 6 2   | 6 20  | 8 40  | ..    | 7 23  | 7 25  | ..    | ..    | 6 25     | 8 40  | ..    | ..    | ..    |
| Otterington      | 6 31  | ..   | 10 7  | ..    | 3 22 | ..    | ..   | ..    | 6 30  | ..    | ..    | ..    | 7 37  | ..    | ..    | 6 37     | ..    | ..    | ..    | ..    |
| Northallerton    | 6 40  | 7 38 | 10 17 | 12 50 | 3 32 | ..    | ..   | 6 18  | 6 40  | 8 57  | ..    | 7 38  | 7 47  | ..    | ..    | 6 47     | 8 57  | ..    | ..    | ..    |
| Cowton           | 6 50  | ..   | 10 36 | 1 9   | 3 51 | ..    | ..   | ..    | 6 59  | 9 13  | ..    | ..    | 8 6   | ..    | ..    | 7 6      | 9 13  | ..    | ..    | ..    |
| Croft            | 6 59  | ..   | 10 44 | 1 20  | 3 59 | ..    | ..   | ..    | 7 10  | ..    | ..    | ..    | 8 14  | ..    | ..    | 7 14     | ..    | ..    | ..    | ..    |
| Darlington, arr. | 7 15  | 8 20 | 10 55 | 1 30  | 4 10 | 4 55  | ..   | 6 45  | 7 20  | 9 30  | ..    | 8 20  | 8 25  | ..    | ..    | 7 25     | 9 30  | ..    | ..    | ..    |
| Aycliffe         | 7 25  | ..   | 11 5  | ..    | 4 20 | ..    | ..   | ..    | 7 30  | ..    | ..    | ..    | 8 35  | ..    | ..    | 7 35     | ..    | ..    | ..    | ..    |
| Bradbury         | 7 40  | ..   | 11 20 | 1 56  | 4 35 | ..    | ..   | ..    | 7 40  | ..    | ..    | ..    | 8 50  | ..    | ..    | 7 50     | ..    | ..    | ..    | ..    |
| Ferry Hill       | 7 50  | 8 50 | 11 30 | 2 9   | 4 45 | ..    | ..   | 7 5   | 7 50  | ..    | ..    | ..    | 9 0   | ..    | ..    | 8 0      | ..    | ..    | ..    | ..    |
| Shincliffe       | 8 4   | ..   | 11 44 | ..    | 4 58 | ..    | ..   | ..    | 8 0   | ..    | ..    | ..    | 9 14  | ..    | ..    | 8 14     | ..    | ..    | ..    | ..    |
| Sherburn         | 8 8   | ..   | 11 48 | ..    | 5 2  | ..    | ..   | ..    | 8 6   | ..    | ..    | ..    | 9 18  | ..    | ..    | 8 18     | ..    | ..    | ..    | ..    |
| Belmont          | 8 15  | 9 5  | 11 53 | 2 30  | 5 7  | 7 8   | 7 21 | 8 10  | 10 15 | 8 10  | 9 10  | 9 23  | 6 37  | 8 23  | 10 15 | ..       | ..    | ..    | ..    | ..    |
| Durham, depar.   | 8 5   | 8 55 | 11 45 | 2 20  | 5 0  | 7 0   | ..   | ..    | 10 48 | 0     | 8 55  | 8 55  | 6 30  | 8 15  | 10 5  | ..       | ..    | ..    | ..    | ..    |
| arrival          | 8 25  | 9 20 | 12 5  | 2 40  | 5 20 | 5 50  | 7 35 | 8 30  | 10 25 | ..    | 9 20  | 9 30  | 6 30  | 8 30  | 10 25 | ..       | ..    | ..    | ..    | ..    |
| Leamside         | 8 19  | ..   | 11 59 | ..    | 5 13 | 7 12  | ..   | 8 14  | ..    | 8 14  | ..    | ..    | 9 29  | 6 42  | 8 29  | ..       | ..    | ..    | ..    | ..    |
| Fence Houses     | 8 25  | 9 15 | 12 5  | 2 40  | 5 19 | 7 17  | 7 25 | 8 18  | 10 25 | 8 19  | 9 20  | 9 35  | 6 47  | 8 35  | 10 25 | ..       | ..    | ..    | ..    | ..    |
| Pensher          | 8 30  | ..   | 12 10 | ..    | 5 24 | 7 22  | ..   | 8 22  | ..    | 8 24  | ..    | ..    | 9 40  | 6 52  | 8 40  | ..       | ..    | ..    | ..    | ..    |
| Washington       | 4 35  | ..   | 12 15 | 2 50  | 5 29 | 7 26  | ..   | 8 28  | ..    | 8 29  | ..    | ..    | 9 45  | 6 57  | 8 45  | ..       | ..    | ..    | ..    | ..    |
| Roldon           | 8 45  | ..   | 12 25 | ..    | 5 39 | 7 36  | ..   | 8 35  | ..    | 8 41  | ..    | ..    | 9 57  | 7 10  | 8 55  | ..       | ..    | ..    | ..    | ..    |
| Brockley Whins   | 8 50  | 9 35 | 12 30 | 3 0   | 5 44 | 7 40  | 7 40 | 8 45  | ..    | 8 45  | 9 40  | 10 0  | 7 13  | 9 0   | ..    | ..       | ..    | ..    | ..    | ..    |
| Newcastle, arr   | 9 5   | 10 0 | 12 45 | 3 20  | 6 0  | 6 58  | 8 5  | 9 5   | 11 0  | 9 5   | 10 0  | 10 15 | 7 35  | 9 15  | 11 0  | ..       | ..    | ..    | ..    | ..    |
| Sunderland       | 9 5   | 10 0 | 12 45 | 3 35  | 6 0  | ..    | ..   | 8 5   | 9 5   | ..    | 9 5   | 10 0  | 10 35 | 7 35  | 9 35  | ..       | ..    | ..    | ..    | ..    |
| Shields          | 9 5   | 10 0 | 12 45 | 3 35  | 6 0  | ..    | ..   | 8 5   | 9 5   | ..    | 9 5   | 10 0  | 10 35 | 7 35  | 9 35  | ..       | ..    | ..    | ..    | ..    |
| Carlisle         | ..    | 2 15 | 5 0   | 7 30  | 10 0 | 10 0  | ..   | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..    | ..       | ..    | ..    | ..    | ..    |

**DURHAM AND SUNDERLAND BRANCH.**  
 Sec., Michael Coxon, Sunderland.  
 Engineer, J. Blenkinsop.

**The Trains between the Gateshead, Shields, and Wearmouth Stations, start as follow:**  
 At 5½, 8, 9, 10, and 11 a.m.; 12 noon; 1, 2, 3, 4, 5, 6½, 7½, and 8½ p.m. On Sundays.—8½ and 10½ a.m., 1½ and 5½ p.m. Sunderland to Hartlepool, 8 and 10½ a.m., 1½ and 5½ p.m. Hartlepool to Sunderland, 8½ & 11½ a.m., 2½ and 5½ p.m.

**Fares.**—Sunderland to Hartlepool 1st Class 2s. 9d., 2nd Class 2s. 3d., 3rd Class 1s. 6d. Sunderland to Durham, 1st Class 1s. 6d., 2nd Class 1s. 3d.

**SPRINGWELL, and JARROW TRAINS.**—At 8 and 11 a.m., 2, 5, and 8½ p.m. ON SUNDAYS.—At 10 a.m. and 1, 5½, and 9 p.m.

Superintendent, James Allport. —Secretary, John Clouse, York.



# York & Newcastle.—DARLINGTON, DURHAM, NEWCASTLE, & YORK.

| STATIONS.        | Sundays. |       |       |       |      |      |       |       |      |       | Mails. |      |       |      |      |       |      |
|------------------|----------|-------|-------|-------|------|------|-------|-------|------|-------|--------|------|-------|------|------|-------|------|
|                  | 1        | 2     | fast. | 4     | Exps | 6    | mail. | 8     | 9    | mail  | 10     | a.m. | a.m.  | p.m. | p.m. | p.m.  | p.m. |
| TRAINS LEAVE     | a.m.     | a.m.  | a.m.  | a.m.  | a.m. | a.m. | a.m.  | p.m.  | p.m. | p.m.  | p.m.   | a.m. | a.m.  | p.m. | p.m. | p.m.  | p.m. |
| Carlisle         | ..       | *     | ..    | 5 45  | 7 45 | ..   | 11 45 | 1 30  | ..   | 6 30  | ..     | ..   | ..    | ..   | ..   | ..    | ..   |
| Newcastle        | ..       | 5 30  | 8 0   | 10 12 | 0    | 1 0  | 3 15  | 5 0   | 7 30 | 10 15 | 6 30   | 8 30 | 3 15  | 5 30 | 7 0  | 10 15 | ..   |
| Sunderland       | ..       | 5 30  | 8 0   | 10 0  | ..   | 1 0  | 3 0   | 5 0   | 7 30 | ..    | 6 30   | 8 30 | 3 0   | 5 30 | 7 0  | ..    | ..   |
| Shields          | ..       | 5 30  | 8 0   | 10 0  | ..   | 1 0  | 3 0   | 5 0   | 7 30 | ..    | 6 30   | 8 30 | 3 0   | 5 30 | 7 0  | ..    | ..   |
| Brockley Whins   | ..       | 5 48  | 8 15  | 10 18 | ..   | 1 18 | 3 34  | 5 18  | 7 45 | ..    | 6 48   | 8 45 | 3 34  | 5 48 | 7 20 | ..    | ..   |
| Boldon           | ..       | 5 52  | ..    | 10 21 | ..   | 1 21 | ..    | 5 21  | 7 49 | ..    | 6 51   | 8 54 | ..    | 5 51 | 7 24 | ..    | ..   |
| Washington       | ..       | 6 0   | ..    | 10 28 | ..   | 1 28 | ..    | 5 28  | 7 58 | ..    | 6 58   | 9 2  | ..    | 5 58 | 7 32 | ..    | ..   |
| Pensher          | ..       | 6 5   | ..    | 10 32 | ..   | 1 32 | ..    | 5 32  | 8 3  | ..    | 7 2    | 9 6  | ..    | 6 2  | 7 36 | ..    | ..   |
| Fence Houses     | ..       | 6 11  | 8 30  | 10 37 | ..   | 1 37 | 3 55  | 5 37  | 8 9  | ..    | 7 7    | 9 12 | 3 55  | 6 27 | 7 42 | ..    | ..   |
| Leamside         | ..       | 6 16  | ..    | 10 45 | ..   | 1 45 | ..    | 5 45  | 8 17 | ..    | 7 15   | 9 20 | ..    | 6 15 | 7 50 | ..    | ..   |
| Belmont          | ..       | 6 20  | 8 38  | 10 50 | ..   | 1 50 | 4 8   | 5 50  | 8 22 | 10 50 | 7 20   | 9 25 | 4 8   | 6 20 | 7 55 | 10 50 | ..   |
| Durham           | depart.  | 6 10  | 8 25  | 10 40 | ..   | 1 40 | 3 55  | 5 40  | ..   | 10 49 | 7 10   | ..   | 3 55  | 6 10 | ..   | 10 40 | ..   |
| .. arrival.      | ..       | 6 30  | 8 50  | 11 0  | ..   | 2 0  | 4 15  | 6 10  | 8 30 | 11 0  | 7 30   | 9 30 | 4 15  | 6 35 | 8 0  | 11 0  | ..   |
| Sherburn         | ..       | 6 26  | ..    | 10 56 | ..   | 1 56 | ..    | 5 56  | ..   | ..    | 7 26   | ..   | ..    | 6 26 | ..   | ..    | ..   |
| Shincliffe       | ..       | 6 32  | ..    | 11 2  | ..   | 2 2  | ..    | 6 2   | ..   | ..    | 7 32   | ..   | ..    | 6 32 | ..   | ..    | ..   |
| Ferry Hill       | ..       | 6 45  | 8 50  | 11 14 | ..   | 2 14 | 4 24  | 6 14  | ..   | ..    | 7 44   | ..   | 4 24  | 6 55 | ..   | ..    | ..   |
| Bradbury         | ..       | 6 54  | ..    | 11 25 | ..   | 2 25 | ..    | 6 25  | ..   | ..    | 7 53   | ..   | ..    | 7 7  | ..   | ..    | ..   |
| Aycliffe         | ..       | 7 7   | ..    | 11 37 | ..   | 2 37 | ..    | 6 37  | ..   | ..    | 8 4    | ..   | ..    | 7 7  | ..   | ..    | ..   |
| Darlington       | 6 45     | 7 20  | 9 25  | 11 50 | 1 52 | 5 0  | 4 50  | 6 50  | ..   | 11 30 | 8 15   | ..   | 4 50  | 7 20 | ..   | 11 25 | ..   |
| Croft            | 6 52     | 7 30  | ..    | 12 0  | ..   | 3 0  | ..    | 7 0   | ..   | ..    | 8 30   | ..   | ..    | 7 30 | ..   | ..    | ..   |
| Cowton           | 7 0      | 7 45  | ..    | 12 10 | ..   | 3 10 | ..    | 7 10  | ..   | ..    | 8 40   | ..   | ..    | 7 40 | ..   | ..    | ..   |
| Northallerton    | 7 20     | 8 5   | 9 50  | 12 25 | ..   | 3 25 | 5 30  | 7 25  | ..   | ..    | 8 55   | ..   | 5 30  | 7 55 | ..   | ..    | ..   |
| Otterington      | 7 30     | 8 12  | ..    | 12 33 | ..   | 3 33 | ..    | 7 33  | ..   | ..    | 9 3    | ..   | ..    | 8 5  | ..   | ..    | ..   |
| Thirsk           | 7 43     | 8 25  | 10 5  | 12 45 | ..   | 3 45 | 5 50  | 7 45  | ..   | ..    | 9 15   | ..   | 5 50  | 8 15 | ..   | ..    | ..   |
| Sessay           | 7 58     | 8 38  | ..    | 12 58 | ..   | 3 58 | ..    | 7 58  | ..   | ..    | 9 28   | ..   | ..    | 8 28 | ..   | ..    | ..   |
| Raskelf          | 8 12     | 8 51  | ..    | 1 10  | ..   | 4 10 | ..    | 8 10  | ..   | ..    | 9 40   | ..   | ..    | 8 40 | ..   | ..    | ..   |
| Alne, Easingwold | 8 17     | 8 55  | 10 25 | 1 15  | ..   | 4 15 | 6 15  | 8 15  | ..   | ..    | 9 45   | ..   | 6 15  | 8 45 | ..   | ..    | ..   |
| Tollerton        | 8 24     | 9 0   | ..    | 1 20  | ..   | 4 20 | ..    | 8 20  | ..   | ..    | 9 50   | ..   | ..    | 8 50 | ..   | ..    | ..   |
| Shipton          | 8 38     | 9 11  | ..    | 1 30  | ..   | 4 31 | ..    | 8 31  | ..   | ..    | 10 0   | ..   | ..    | 9 0  | ..   | ..    | ..   |
| York             | arrival  | 9 0   | 9 30  | 11 5  | 1 45 | 2 20 | 4 50  | 6 45  | 8 50 | ..    | 10 15  | ..   | 6 45  | 9 15 | ..   | 12 45 | ..   |
| Scarborough      | ..       | 2 15  | 2 15  | ..    | ..   | 7 0  | ..    | ..    | ..   | ..    | 7 15   | ..   | ..    | ..   | ..   | 7 15  | ..   |
| Hull             | ..       | 12 15 | 3 0   | 5 25  | 5 35 | 9 0  | ..    | ..    | ..   | ..    | 2 0    | ..   | 8 5   | ..   | ..   | 4 0   | ..   |
| Normanton        | ..       | 11 0  | 12 30 | 4 25  | 3 20 | ..   | 8 5   | ..    | ..   | ..    | ..     | ..   | ..    | ..   | ..   | ..    | ..   |
| Leeds            | ..       | 11 20 | 2 0   | 4 30  | ..   | 8 0  | ..    | 10 50 | ..   | ..    | 8 45   | ..   | 10 50 | ..   | ..   | 10 15 | ..   |
| Manchester       | ..       | 1 30  | 3 0   | 7 35  | 6 0  | ..   | ..    | 10 50 | ..   | ..    | ..     | ..   | ..    | ..   | ..   | ..    | ..   |
| Liverpool        | ..       | 3 0   | 5 45  | 9 45  | 8 40 | ..   | ..    | 9 30  | ..   | ..    | 10 10  | ..   | ..    | ..   | ..   | ..    | ..   |
| Sheffield        | ..       | 12 15 | 1 45  | 6 10  | ..   | ..   | ..    | 10 55 | ..   | ..    | ..     | ..   | ..    | ..   | ..   | ..    | ..   |
| Derby            | ..       | 1 40  | 2 45  | 8 0   | ..   | ..   | ..    | 1 0   | ..   | ..    | 4 30   | ..   | 10 55 | ..   | ..   | 6 40  | ..   |
| Birmingham       | ..       | 3 50  | 6 10  | 10 15 | ..   | ..   | ..    | 12 17 | ..   | ..    | 5 50   | ..   | 12 17 | ..   | ..   | 8 30  | ..   |
| Leicester        | ..       | 3 10  | 4 5   | 9 49  | ..   | ..   | ..    | 1 15  | ..   | ..    | 6 40   | ..   | 1 15  | ..   | ..   | 9 30  | ..   |
| Rugby            | ..       | 4 0   | 4 45  | 10 40 | 6 40 | ..   | ..    | ..    | ..   | ..    | 10 10  | ..   | 4 45  | ..   | ..   | 1 30  | ..   |
| London           | ..       | 7 30  | 7 55  | ..    | 9 10 | ..   | ..    | 4 45  | ..   | ..    | ..     | ..   | ..    | ..   | ..   | ..    | ..   |

## RICHMOND BRANCH.

| Richmond to Darlington | SUNDAYS. |       |      |      |       |       |       | Darlington to Richmond | SUNDAYS. |       |      |      |      |       |       |
|------------------------|----------|-------|------|------|-------|-------|-------|------------------------|----------|-------|------|------|------|-------|-------|
|                        | 1        | 2     | 3    | 4    | 5     | 6     | 7     |                        | 1        | 2     | 3    | 4    | 5    | 6     | 7     |
| Trains leave           | a.m.     | a.m.  | p.m. | p.m. | p.m.  | p.m.  | p.m.  | Trains leave           | a.m.     | p.m.  | a.m. | a.m. | p.m. | p.m.  | p.m.  |
| RICHMOND               | 7 0      | 11 26 | 1 0  | 4 10 | 7 20  | 10 10 | 11 26 | DARLINGTON             | 6 30     | 11 30 | 1 30 | 4 30 | 7 30 | 10 30 | 11 30 |
| Satterick Bridge       | 7 10     | 11 36 | 1 10 | 4 20 | 7 30  | 10 20 | 11 36 | York                   | 6 40     | 11 40 | 1 40 | 4 40 | 7 40 | 10 40 | 11 40 |
| Doncaster              | 7 20     | 11 46 | 1 20 | 4 30 | 7 40  | 10 30 | 11 46 | Doncaster              | 6 50     | 11 50 | 1 50 | 4 50 | 7 50 | 10 50 | 11 50 |
| Doncaster              | 7 30     | 11 56 | 1 30 | 4 40 | 7 50  | 10 40 | 11 56 | Doncaster              | 7 0      | 12 0  | 2 0  | 5 0  | 8 0  | 11 0  | 12 0  |
| DARLINGTON             | 7 40     | 12 06 | 1 40 | 4 50 | 8 00  | 10 50 | 12 06 | Doncaster              | 7 10     | 12 10 | 2 10 | 5 10 | 8 10 | 11 10 | 12 10 |
| York                   | 7 50     | 12 16 | 1 50 | 5 00 | 8 10  | 11 00 | 12 16 | Doncaster              | 7 20     | 12 20 | 2 20 | 5 20 | 8 20 | 11 20 | 12 20 |
| .. arrival             | 9 30     | 1 45  | 6 45 | 5 30 | 10 15 | 11 15 | 12 15 | RICHMOND               | 8 30     | 1 30  | 3 30 | 6 30 | 9 30 | 10 30 | 11 30 |

\* On Saturdays, this Train stops only at Cowton, Northallerton, Thirsk, and Alne, after leaving Darlington. † On Saturdays, this Train will leave Newcastle at 10 50 p.m.

Sec., Wm. Gray, Junr., York. **YORK & NORTH MIDLAND.—31 Miles in length.**

Res. Eng., Thos. Cabrey.

| YORK<br>to<br>Normtn | WEEK DAYS.    |      |       |      |               |               |      |                 |               |      | SUNDAYS.      |      |               |               | NORM-<br>TON<br>to YORK. | WEEK DAYS.      |                 |               |      |               |               |               |               |               |               | SUND.         |               |  |  |
|----------------------|---------------|------|-------|------|---------------|---------------|------|-----------------|---------------|------|---------------|------|---------------|---------------|--------------------------|-----------------|-----------------|---------------|------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--|--|
|                      | 1             | 2    | 3     | 4    | 5             | 6             | 7    | 8               | 9             | 1    | 2             | 3    | 1             | 2             |                          | 3               | 4               | 5             | 6    | 7             | 8             | 9             | 1             | 2             | 3             | 4             | 5             |  |  |
|                      | 1&2<br>class. | chp. | chp.  | exp. | 1&2<br>class. | 1&2<br>class. | exp. | 1,2,3<br>class. | 1&2<br>class. | chp. | 1&2<br>class. | chp. | 1&2<br>class. | 1&2<br>class. |                          | 1,2,3<br>class. | 1,2,3<br>class. | 1st<br>class. | exp. | 1&2<br>class. | 1&2<br>class. | 1&2<br>class. | 1&2<br>class. | 1&2<br>class. | 1&2<br>class. | 1&2<br>class. | 1&2<br>class. |  |  |
|                      | a.m.          | a.m. | a.m.  | a.m. | a.m.          | a.m.          | p.m. | p.m.            | p.m.          | a.m. | a.m.          | p.m. |               |               |                          |                 |                 |               |      |               |               |               |               |               |               |               |               |  |  |
| York dep.            | 1 0           | 5 30 | 7 15  | 9 0  | 9 50          | 11 30         | 2 35 | 3 07            | 5 3           | 0 6  | 45            | 7 5  | NRMNTN dep    | 5 11          | 7 15                     | 9 50            | 12 35           | 3 30          | 2 50 | 4 56          | 6 25          | 9 0           | 5 11          | 6 25          | 9 0           | 5 11          | 6 25          |  |  |
| BOLTON arr.          | ..            | 5 45 | 7 30  | ..   | 10 5          | ..            | ..   | 3 15            | ..            | ..   | 7 0           | ..   | Castleford ar | 5 22          | 7 40                     | 10 10           | 12 55           | 3 40          | ..   | 4 20          | 6 40          | 9 15          | 5 22          | 6 40          | 9 15          | 5 22          | 6 40          |  |  |
| Sherburn ..          | ..            | 6 07 | 5 50  | ..   | 10 25         | ..            | ..   | 3 35            | ..            | ..   | 7 15          | ..   | Burton S. "   | ..            | 7 55                     | 10 25           | 1 10            | 3 50          | ..   | ..            | 6 50          | 9 25          | ..            | ..            | 6 50          | 9 25          | ..            |  |  |
| Burton Slnm          | ..            | 6 10 | 8 5   | ..   | 10 40         | ..            | ..   | 3 55            | ..            | ..   | 7 25          | ..   | Sherburn ..   | ..            | 8 10                     | 10 45           | 1 25            | 4 5           | ..   | ..            | 7 09          | 40            | ..            | ..            | 7 0           | ..            | ..            |  |  |
| Castleford ..        | ..            | 6 15 | 8 15  | 9 40 | 10 50         | 12 10         | ..   | 4 57            | 5 53          | 4 57 | 7 30          | 7 55 | Bolton P. "   | ..            | 8 25                     | 11 01           | 1 40            | 4 20          | ..   | ..            | 7 15          | 9 57          | ..            | ..            | 7 15          | ..            | ..            |  |  |
| NORMANTN.            | 2 06          | 35 8 | 25 10 | 0 11 | 0 12          | 30 3          | 20 4 | 25 8            | 5 4           | 0 7  | 50 3          | 5    | York ..       | 6 12          | 8 45                     | 11 20           | 2 0             | 4 30          | 3 55 | 0 7           | 30 10         | 15 6          | 12 7          | 36            | ..            | ..            | ..            |  |  |

| YORK to<br>Leeds,<br>Selby &<br>HULL. | WEEK DAYS. |      |       |       |       |      |       |      |       |               | SUND. |      |       |       | HULL,<br>Selby, &<br>Leeds, to<br>YORK. | WEEK DAYS. |      |       |       |      |       |       |      |       |       | SUNDAYS. |      |       |       |
|---------------------------------------|------------|------|-------|-------|-------|------|-------|------|-------|---------------|-------|------|-------|-------|-----------------------------------------|------------|------|-------|-------|------|-------|-------|------|-------|-------|----------|------|-------|-------|
|                                       | chp.       | exp. | 1&2   | 1,2,3 | 1,2,3 | exp. | 1,2,3 | chp. | 1,2,3 | chp.          | 1,2,3 | chp. | 1,2,3 | chp.  |                                         | 1&2        | chp. | 1,2,3 | 1,2,3 | exp. | 1,2,3 | 1,2,3 | exp. | 1,2,3 | 1,2,3 | 1&2      | chp. | 1,2,3 | 1,2,3 |
|                                       | a.m.       | a.m. | a.m.  | p.m.  | p.m.  | p.m. | a.m.  | a.m. | p.m.  | a.m.          | a.m.  | p.m. | a.m.  | a.m.  | a.m.                                    | a.m.       | a.m. | a.m.  | p.m.  | p.m. | p.m.  | a.m.  | a.m. | p.m.  | a.m.  | a.m.     | p.m. | p.m.  | p.m.  |
| YORK dep.                             | 7 15       | 9 0  | 9 50  | 12 30 | 3 0   | 4 0  | 6 30  | 7 15 | 6 30  | HULL dep.     | ..    | 6 15 | 8 35  | ..    | 10 15                                   | ..         | 1 45 | ..    | 5 0   | ..   | ..    | 6 15  | ..   | 6 0   | ..    | ..       | ..   | ..    | ..    |
| Copmthpar                             | 7 22       | ..   | ..    | 12 38 | ..    | ..   | 6 38  | 7 22 | 6 38  | Selby ..      | ..    | 7 30 | 10 0  | ..    | 11 30                                   | ..         | 3 10 | ..    | 6 20  | ..   | ..    | 7 60  | ..   | 7 10  | ..    | ..       | ..   | ..    | ..    |
| Bolton P. "                           | 7 30       | ..   | 10 5  | 12 45 | 3 15  | ..   | 6 45  | 7 30 | 6 45  | Leeds ..      | 4 45  | 7 15 | 9 50  | 10 20 | ..                                      | 12 30      | 3 0  | 4 0   | ..    | 6 0  | 4 45  | 7 15  | 6 0  | ..    | ..    | ..       | ..   | ..    | ..    |
| Uileskelf                             | 7 35       | ..   | ..    | 12 50 | ..    | ..   | 6 50  | 7 35 | 6 50  | Woodlsfd ar.  | ..    | 7 28 | 10 0  | ..    | ..                                      | 12 42      | 3 12 | ..    | ..    | 6 12 | ..    | 7 28  | 6 12 | ..    | ..    | ..       | ..   | ..    | ..    |
| Sherburn ..                           | 7 50       | ..   | 10 25 | 1 53  | 35    | ..   | 7 07  | 50 7 | ..    | Castleford .. | 5 22  | 7 40 | 10 15 | ..    | ..                                      | 12 55      | 3 25 | ..    | ..    | 6 25 | 5 22  | 7 40  | 6 25 | ..    | ..    | ..       | ..   | ..    | ..    |
| Junction ..                           | 8 0        | ..   | 10 35 | 1 15  | 35    | 45   | 7 10  | 8 07 | 10 10 | Burton S. "   | ..    | 7 53 | 10 30 | ..    | ..                                      | 1 10       | 3 45 | ..    | ..    | 6 40 | ..    | 7 53  | 6 40 | ..    | ..    | ..       | ..   | ..    | ..    |
| Burton S. "                           | 8 5        | ..   | 10 40 | 1 20  | 3 55  | ..   | 7 15  | 8 57 | 15    | Juncti n "    | ..    | 8 0  | 10 35 | ..    | ..                                      | 11 45      | 1 15 | 3 50  | ..    | ..   | 8 0   | ..    | ..   | ..    | ..    | ..       | ..   | ..    | ..    |
| Castleford ..                         | 8 15       | 9 40 | 10 50 | 1 35  | 4 5   | ..   | 7 30  | 8 15 | 7 30  | Sherburn ..   | ..    | 8 10 | 10 45 | ..    | ..                                      | 11 55      | 1 25 | 4 0   | ..    | 6 45 | 7 0   | 8 10  | 7 07 | 42    | ..    | ..       | ..   | ..    | ..    |
| Woodlsfd ..                           | 8 28       | ..   | 11 51 | 48    | 4 18  | ..   | 7 44  | 8 28 | 7 44  | Uileskelf ..  | ..    | 8 20 | 10 55 | ..    | ..                                      | 12 10      | 1 35 | 4 10  | ..    | 6 53 | 7 10  | 8 20  | 7 10 | 7 55  | ..    | ..       | ..   | ..    | ..    |
| Leeds ..                              | 8 45       | 10 0 | 11 20 | 2 0   | 4 30  | 5 0  | 8 45  | 8 45 | 8     | Bolton P. "   | ..    | 8 25 | 11 0  | ..    | ..                                      | 12 15      | 1 40 | 4 15  | ..    | 7 07 | 15    | 8 25  | 7 15 | 8 0   | ..    | ..       | ..   | ..    | ..    |
| Selby ..                              | 8 20       | ..   | 10 55 | 1 40  | 4 20  | ..   | 7 40  | ..   | 7 40  | Copmthp.,     | ..    | 8 35 | ..    | ..    | ..                                      | 12 20      | ..   | ..    | ..    | 7 10 | 22    | 8 35  | 7 22 | 8 10  | ..    | ..       | ..   | ..    | ..    |
| HULL ..                               | 9 40       | ..   | 12 15 | 3 0   | 5 20  | ..   | 9 0   | ..   | 9 0   | YORK ..       | 6 12  | 8 45 | 11 20 | 11 20 | 12 30                                   | 2 0        | 4 30 | 5 0   | 7 20  | 7 30 | 6 12  | 8 45  | 7 30 | 8 20  | ..    | ..       | ..   | ..    | ..    |

**FARES**—From York to Leeds, 1st class, 5s.; 2nd, 4s.; 3rd, 3s. To Hull, 1st class, 8s. 6d.; 2nd, 7s.; 3rd, 4s. 6d. To Selby, 1st class, 3s. 6d.; 2nd, 3s.; 3rd, 2s. To Manchester, 1st class, 15s.; 2nd, 11s. 3d.; 3rd, 7s. 3d. To Rugby, 1st class 36s. 6d.; 2nd 23s. 6d.

**Scarborough Branch.—42½ Miles in Length.**

FROM YORK, at 7 20 a.m. mail; 9½ a.m.; 12½, and 5½ p.m. On Sundays, at 7 20 a.m. mail.

FROM SCARBOROUGH, at 6 40 & 9½ a.m.; 12 noon, and 4 p.m. mail. On Sundays, at 4 p.m. mail, stopping at all the stations.

From SCARBOROUGH to PICKERING, at 6 40 & 9½ a.m.; 12 noon; & 4 p.m. From PICKERING to YORK or SCARBOROUGH, at 9 50 a.m.; 12½ and 4½ p.m.; 6 50 a.m. to York only.

Every York Thursday Portnight Fair, a train will leave Scarborough at 5 a.m., and Pickering at 5½ a.m., for York. On Saturdays, from Malton to Pickering at 5 p.m.

**FARES**—From York to Scarborough, first class 9s.; second, 7s.; third, 5s.

**WHITBY BRANCH.—By Horse Power.**

From WHITBY to PICKERING, at 7 a.m., and 1½ p.m. From PICKERING to WHITBY, at 9 a.m., and 2 p.m.

**FILEY BRANCH.**

YORK to FILEY, at 7 20 and 9½ a.m.; 12½ and 5½ p.m.  
SCARBOROUGH to FILEY, at 8½ and 11 a.m.; 2 and 7 p.m.  
FILEY to YORK and SCARBOROUGH, at 9½ and 11½ a.m.; 3½, and (7½ p.m. to Scarborough only.)



Secretary, George Locking, Hull.

**HULL & SELBY.**

Engr., John Timperley, Jun., Hull.

| Mls. | Up Trains.          | 1     | 2     | Exp.  | 4     | 5    | 6     | mail | Sundays | mail | Mls.   | Down Trns            | 1     | 2    | 3     | 4     | 5     | Ex-prs. | 7     | Sunday. | mail. | 9  |
|------|---------------------|-------|-------|-------|-------|------|-------|------|---------|------|--------|----------------------|-------|------|-------|-------|-------|---------|-------|---------|-------|----|
|      | Departure.          | a.m.  | a.m.  | a.m.  | p.m.  | p.m. | p.m.  | a.m. | p.m.    |      |        | Departure            | p.m.  | a.m. | a.m.  | a.m.  | a.m.  | a.m.    | a.m.  | p.m.    | a.m.  |    |
|      | <b>Hull</b> .....   | 6*15  | *8 35 | 10 15 | 1 45  | 5 06 | 0     | 6 15 | 6 0     |      |        | <b>London</b> .....  | 9 0   | ..   | ..    | ..    | 6 15  | 9 0     | 10 30 | 9 0     | 7 1/2 | 10 |
| 44   | Hessle .....        | 6 25  | 8 46  | 10 25 | 1 55  | 5 10 | 6 10  | 6 25 | 6 10    |      |        | <b>Birmingham</b> .. | 12 34 | ..   | ..    | 7 0   | 10 30 | 10 30   | 1 30  | 12 34   | ..    | .. |
| 74   | Ferriby .....       | 6 33  | 8 55  | 10 30 | 2 4   | 5 17 | 6 17  | 6 33 | 6 17    |      |        | <b>Derby</b> .....   | 2 34  | ..   | 6 0   | 9 20  | 12 30 | 2 54    | 0     | 2 34    | 3 45  | .. |
| 104  | Brough .....        | 6 41  | 9 2   | 10 39 | 2 12  | 5 25 | 6 25  | 6 41 | 6 25    |      |        | Ambergate arr.       | ..    | ..   | 6 28  | 9 47  | 12 55 | ..      | 4 23  | ..      | 4 8   | .. |
| 163  | Stadthorpe ..       | 6 53  | 9 16  | ..    | 2 25  | 5 39 | ..    | 6 53 | 6 36    |      |        | Sheffield.. dep...   | 3 30  | ..   | 7 20  | 10 45 | 1 40  | 2 50    | 4 50  | 3 30    | 4 56  | .. |
| 19   | Eastrington ..      | 6 59  | 9 24  | ..    | 2 32  | 5 47 | ..    | 6 59 | 6 42    |      |        | Swinton .....        | ..    | ..   | 8 11  | 11 30 | 2 25  | ..      | 5 35  | ..      | 5 34  | .. |
| 224  | Howden .....        | 7 9   | 9 32  | 11 0  | 2 41  | 5 55 | 6 48  | 7 9  | 6 48    |      |        | Oakenshaw ....       | 4 55  | ..   | 8 49  | 12 5  | 3 0   | ..      | 6 10  | 4 55    | 6 10  | .. |
| 274  | Cliff .....         | 7 19  | 9 43  | ..    | 2 55  | 6 6  | ..    | 7 19 | 6 57    |      |        | Liverpool .....      | ..    | ..   | ..    | 9 0   | ..    | 11 45   | 2 0   | ..      | 8 0   | .. |
| 31   | <b>Selby</b> .....  | 7 30  | 10 0  | 11 25 | 3 10  | 6 20 | 7 10  | 7 30 | 7 10    |      |        | Manchester ....      | ..    | ..   | 6 15  | 10 15 | ..    | 1 0     | 3 30  | ..      | 10 15 | .. |
| 55   | Leeds (arrival)     | 8 30  | 11 20 | 12 45 | 4 45  | ..   | 8 15  | 8 50 | 8 15    |      |        | Halifax .....        | ..    | 6 0  | 8 11  | 11 30 | ..    | 2 44    | 5 56  | ..      | 11 30 | .. |
| 51   | York do.            | 8 45  | 11 20 | 12 30 | 4 30  | 7 20 | ..    | 8 45 | 8 20    |      |        | Wakefield .....      | ..    | 7 0  | 9 7   | 12 20 | ..    | 2 42    | 5 50  | ..      | 12 20 | .. |
| —    | <b>Newcastle</b>    | 12 45 | 3 20  | 6 0   | 8 5   | 11 0 | ..    | ..   | ..      |      |        | Normanton ....       | 5 6   | 7 30 | 9 0   | 12 20 | 3 25  | 4 56    | 6 20  | 5 6     | 6 20  | .. |
| 48   | Normanton arr.      | 8 25  | 11 0  | 12 40 | 4 25  | ..   | 8 15  | 8 45 | 8 15    |      |        | <b>Newcastle</b> ..  | ..    | ..   | 5 30  | 8 0   | 10 0  | ..      | 1 0   | ..      | ..    | .. |
| 51   | Wakefield arr.      | 9 26  | 11 10 | 1     | 6 4   | 50   | ..    | 8 28 | 11 10   | 8 30 |        | York .....           | ..    | 7 15 | 9 50  | 12 30 | 3 0   | ..      | 6 30  | ..      | 6 30  | .. |
| 98   | Manchester ..       | 11 0  | 1 30  | 3 0   | 7 35  | ..   | 10 50 | 1 30 | 10 50   |      |        | Leeds .....          | 4 45  | 7 15 | 9 50  | 12 30 | 3 0   | ..      | 6 25  | 4 0     | 6 0   | .. |
| 130  | Liverpool ....      | 12 15 | 3 15  | 5 45  | 9 45  | ..   | ..    | ..   | ..      |      |        | <b>Selby</b> .....   | 5 50  | 8 20 | 10 55 | 1 40  | 4 15  | 4 45    | 7 40  | 5 50    | 7 40  | .. |
| 66   | Swinton .....       | ..    | ..    | 1 40  | 5 25  | ..   | 8 55  | ..   | 8 55    |      | 3      | Cliff .....          | ..    | 8 27 | 11 2  | ..    | 4 21  | ..      | 7 46  | 5 56    | 7 46  | .. |
| 76   | Sheffield (arr.)    | ..    | 12 15 | 1 45  | 6 10  | ..   | 9 30  | ..   | 9 30    |      | 8 1/2  | Howden .....         | 6 8   | 8 37 | 11 14 | 1 56  | 4 33  | ..      | 7 59  | 6 8     | 7 59  | .. |
| 1004 | Ambergate....       | ..    | ..    | 3 20  | 7 15  | ..   | ..    | ..   | ..      |      | 11 1/2 | Eastrington ....     | ..    | 8 45 | 11 20 | ..    | 4 39  | ..      | 8 6   | 6 13    | 8 6   | .. |
| 111  | <b>Derby</b> .....  | ..    | 1 40  | 2 45  | 8 0   | ..   | 10 55 | ..   | 10 55   |      | 14     | Stadthorpe ....      | 6 19  | 8 51 | 11 27 | 2 8   | 4 46  | ..      | 8 12  | 6 19    | 8 12  | .. |
| 126  | Nottingham ..       | ..    | 3 20  | 4 50  | 9 5   | ..   | ..    | ..   | ..      |      | 20 1/2 | Brough .....         | 6 30  | 9 3  | 11 41 | 2 20  | 4 58  | ..      | 8 25  | 6 30    | 8 25  | .. |
| 141  | Leicester (arr)     | ..    | 3 10  | 4 59  | 40    | ..   | 12 17 | ..   | 12 17   |      | 23 1/2 | Ferriby .....        | 6 38  | 9 13 | 11 47 | 2 28  | 5 6   | ..      | 8 32  | 6 38    | 8 32  | .. |
| 152  | <b>Birmingham</b>   | ..    | 3 50  | 6 10  | 10 15 | ..   | 1 0   | ..   | 1 0     |      | 26 1/2 | Hessle .....         | 6 45  | 9 20 | 11 54 | 2 35  | 5 13  | ..      | 8 38  | 6 45    | 8 38  | .. |
| 243  | <b>London</b> ..... | ..    | 7 30  | 7 55  | ..    | 4 45 | ..    | 4 45 | ..      |      | 31     | <b>Hull</b> .....    | 7 15  | 9 40 | 12 15 | 3 0   | 5 35  | 5 45    | 9 0   | 7 15    | 9 0   | .. |

| Fares.           |    | Ordinary Trains.      |    |   |    |   |
|------------------|----|-----------------------|----|---|----|---|
| from Hull to     |    | 1 Cls. 2 Cls. 3d Cls. |    |   |    |   |
|                  |    | s                     | d  | s | d  | s |
| Selby .....      | 5  | 0                     | 4  | 0 | 2  | 6 |
| York .....       | 8  | 6                     | 7  | 0 | 4  | 6 |
| Darlington.....  | 19 | 6                     | 15 | 0 | 10 | 6 |
| Newcastle.....   | 29 | 6                     | 22 | 0 | —  | — |
| Carlisle .....   | 48 | 0                     | 36 | 0 | —  | — |
| Leeds .....      | 9  | 6                     | 7  | 6 | 5  | 0 |
| Sheffield.....   | 15 | 0                     | 11 | 9 | 7  | 0 |
| Normanton .....  | 9  | 0                     | 7  | 0 | 4  | 6 |
| Derby .....      | 22 | 6                     | 17 | 6 | 10 | 0 |
| Manchester ..... | 18 | 0                     | 13 | 9 | 8  | 9 |
| Birmingham ..    | 31 | 6                     | 24 | 0 | —  | — |
| London .....     | 47 | 6                     | 36 | 0 | —  | — |
| Liverpool .....  | 24 | 0                     | 17 | 9 | —  | — |

Passengers for the market will be brought to Hull by a special train leaving Selby every Tuesday at 7 25 a.m., calling at all the stations, and also at Wressle Bridge, Bromfleet, and Crabley Creek, returning from Hull at 3 30 p.m. to Selby, and the stations, for one fare only.

An Omnibus leaves Goole for the Howden Station, at 6 20 a.m. to meet Nos. 2 up and down trains; at 10 a.m., to meet Nos. 3 up and down trains; at 12 55 p.m., to meet Nos. 4 up and down trains; and at 4 55 p.m., to meet Nos. 6 up and 7 down trains.—N.B. The Fare includes the Ferry.

\* Third class trains at a penny per mile.

**BRIDLINGTON BRANCH.**

| Up Trains.         | 1    | 2     | 3    | 4    | 5    | Down Trains.          | 1    | 2     | 3    | 4    | 5    |
|--------------------|------|-------|------|------|------|-----------------------|------|-------|------|------|------|
| DEPARTURE FROM     | a.m. | a.m.  | p.m. | p.m. | p.m. | DEPARTURE FROM        | a.m. | p.m.  | p.m. | p.m. | a.m. |
| BRIDLINGTON .....  | 8 15 | 11 30 | 3 0  | 6 0  | 4 0  | HULL .....            | 8 0  | 12 45 | 3 30 | 6 30 | 8 0  |
| DRIFFIELD .....    | 8 45 | 12 0  | 3 30 | 6 30 | 4 30 | Cotttingham ..        | 8 15 | 1 0   | 3 45 | 6 45 | 8 15 |
| BEVERLEY .....     | 9 15 | 12 30 | 4 0  | 7 0  | 5 0  | BEVERLEY .....        | 8 27 | 1 12  | 3 57 | 6 57 | 8 27 |
| Cotttingham ..     | 9 30 | 12 45 | 4 15 | 7 15 | 5 15 | DRIFFIELD .....       | 8 37 | 1 42  | 4 27 | 7 27 | 8 37 |
| HULL arrival about | 10 0 | 1 10  | 4 40 | 7 40 | 5 40 | BRIDLINGTON arr. abt. | 9 45 | 2 30  | 5 5  | 8 15 | 9 45 |

**MANCHESTER AND LEEDS.**      Engineer, John Hawkshaw.

| Miles. | Manchester<br>to<br>Leeds.        | 1<br>Chp<br>123 | 2<br>Chp<br>123 | 3<br>Chp<br>123 | 4<br>Exp<br>12 | 5<br>Chp.<br>1 2 3 | 6<br>Road<br>1 2 | 7<br>Mail.<br>1 2 | 8<br>Chp.<br>123 | 9<br>Exp<br>12 | 10<br>Chp.<br>123 | 11<br>Exp<br>12 | 12<br>Chp.<br>123 | 13<br>Exp<br>12 | 14<br>Chp.<br>123 | Chp.<br>123 | Road<br>1 2 | 12<br>cls. | Shrt<br>1 2 3 | Chp.<br>123 | Mail.<br>1 2 3 | Fast<br>123 | Chp.<br>123 | 1st<br>cls. | 2nd<br>cls |      |
|--------|-----------------------------------|-----------------|-----------------|-----------------|----------------|--------------------|------------------|-------------------|------------------|----------------|-------------------|-----------------|-------------------|-----------------|-------------------|-------------|-------------|------------|---------------|-------------|----------------|-------------|-------------|-------------|------------|------|
|        | Departs from<br><b>Manchester</b> | a.m.            | a.m.            | a.m.            | a.m.           | a.m.               | a.m.             | a.m.              | a.m.             | p.m.           | p.m.              | p.m.            | p.m.              | p.m.            | p.m.              | p.m.        | p.m.        | p.m.       | a.m.          | a.m.        | a.m.           | p.m.        | p.m.        | p.m.        | s.d.       | s.d. |
| 1      | Miles Platting                    | 6 15            | 7 45            | 8 30            | ..             | 9 15               | 10 15            | 11 0              | 1 0              | 2 0            | 3 30              | 5 0             | 5 40              | ..              | 6 0               | 7 45        | 9 0         | ..         | 8 0           | 10 15       | 5 0            | 7 30        | ..          | ..          | 4 0        | 3 0  |
| 6      | Ashton                            | 6 21            | 7 51            | ..              | ..             | 9 21               | 10 21            | 11 6              | ..               | 2 6            | 3 36              | ..              | 5 46              | ..              | 6 6               | 7 51        | ..          | ..         | 8 6           | 10 21       | 5 6            | 7 36        | 0           | 4           | 0          | 3 0  |
|        | Stalybridge                       | 5 50            | ..              | ..              | ..             | ..                 | 10 9             | ..                | ..               | 1 5            | 2 35              | ..              | 4 5               | ..              | 5 30              | 6 45        | ..          | ..         | 7 25          | 9 35        | 4 5            | 6 25        | 1 0         | 9           | ..         | ..   |
| 5      | Middleton                         | 5 45            | ..              | ..              | ..             | ..                 | 9 55             | ..                | ..               | 1 0            | 2 30              | ..              | 4 0               | ..              | 5 25              | 6 40        | ..          | ..         | 7 20          | 9 30        | 4 0            | 6 20        | 1 3         | 1           | 0          | 9    |
| 9      | Oldham                            | 6 35            | 8 4             | ..              | ..             | 9 37               | 10 32            | 11 20             | ..               | 2 20           | 3 50              | ..              | 5 56              | ..              | 6 22              | 8 39        | 15          | ..         | 8 19          | 10 32       | 5 16           | 7 49        | 1 0         | 9           | ..         | ..   |
| 9      | Blue Pits                         | 6 30            | 8 0             | ..              | ..             | 9 10               | 10 15            | 10 15             | ..               | 2 0            | 3 15              | ..              | 4 45              | ..              | 6 10              | 7 20        | 8 30        | ..         | 8 10          | 10 20       | 4 45           | 7 39        | 1 0         | 9           | ..         | ..   |
|        | Heywood arr.                      | 6 51            | 8 17            | ..              | ..             | 9 50               | ..               | 11 35             | ..               | 2 53           | 5 55              | ..              | 6 8               | ..              | 6 35              | 8 12        | 9 25        | ..         | 8 32          | 10 42       | ..             | 8 0         | 1 9         | 1           | 8          |      |
| 10     | Do. dep.                          | 6 36            | 8 1             | ..              | ..             | 9 36               | ..               | 11 20             | ..               | 2 50           | 4 10              | ..              | ..                | ..              | 7 1               | 8 30        | ..          | ..         | 8 47          | 10 57       | ..             | 8 15        | 2 0         | 1           | 6          |      |
| 11     | Rochdale                          | 6 59            | 8 25            | 8 58            | ..             | 9 56               | 10 50            | 11 41             | 1 20             | 2 41           | 4 5               | 5 26            | 6 12              | ..              | 6 41              | 8 20        | 9 30        | ..         | 8 39          | 10 52       | 5 32           | 8 7         | 2 0         | 1           | 6          |      |
| 14     | Littleborough                     | 7 11            | ..              | ..              | ..             | 10 8               | ..               | 11 53             | ..               | 2 52           | 4 15              | ..              | ..                | ..              | 6 53              | 8 27        | ..          | ..         | 8 47          | ..          | ..             | 8 15        | 2 6         | 2           | 0          |      |
| 18     | Walsden                           | 7 27            | ..              | ..              | ..             | 10 24              | ..               | 12 9              | ..               | 3 9            | ..                | ..              | ..                | ..              | 7 9               | 8 38        | ..          | ..         | 9 0           | ..          | ..             | 8 28        | 3 2         | 6           | ..         |      |
| 20     | Todmorden.                        | 7 34            | ..              | 9 20            | ..             | 10 32              | 11 7             | 12 17             | 1 40             | 3 17           | 4 37              | 5 40            | ..                | ..              | 7 17              | 8 45        | ..          | ..         | 9 6           | 11 12       | 5 50           | 8 34        | 3 6         | 2           | 9          |      |
|        | Burnley arr.                      | 8 55            | ..              | ..              | ..             | 11 40              | ..               | 2 15              | ..               | 5 40           | 6 45              | ..              | ..                | ..              | ..                | ..          | ..          | ..         | ..            | ..          | ..             | 7 5         | ..          | ..          | 4 0        | 3 0  |
|        | By Coach, dep.                    | 6 20            | ..              | ..              | ..             | 9 0                | ..               | 10 37             | ..               | 3 22           | ..                | ..              | ..                | ..              | 7 22              | 8 50        | ..          | ..         | 9 12          | ..          | ..             | 8 40        | 4 0         | 3           | 0          |      |
| 21     | Eastwood                          | 7 40            | ..              | ..              | ..             | 10 37              | ..               | 12 22             | ..               | 3 31           | 4 47              | 5 52            | ..                | ..              | 7 31              | 8 57        | ..          | ..         | 9 17          | ..          | ..             | 8 45        | 4 6         | 3           | 6          |      |
| 24     | Hebden Bridge                     | 7 49            | ..              | ..              | ..             | 9 35               | 10 46            | ..                | 12 31            | ..             | 3 37              | ..              | ..                | ..              | 7 37              | 9 2         | ..          | ..         | 9 26          | ..          | ..             | 8 54        | 5 0         | 3           | 6          |      |
| 26     | Luddenden Ft.                     | 7 55            | ..              | ..              | ..             | 9 43               | 10 52            | ..                | 12 37            | ..             | 3 37              | ..              | ..                | ..              | 6 30              | 7 43        | 9 12        | ..         | 8 0           | 9 32        | 11 29          | 6 9         | 9 0         | 5           | 6          |      |
| 28     | owerby Bridge                     | 6 08            | 1               | ..              | ..             | 9 50               | 10 58            | 11 29             | 12 43            | ..             | 3 43              | 4 56            | 6 3               | ..              | 6 37              | 7 49        | 9 20        | ..         | 8 7           | 9 39        | 11 36          | 5 14        | 9 7         | 5           | 6          |      |
| 30     | North Dean                        | 6 78            | 7               | ..              | 9 40           | 9 56               | 11 4             | 11 36             | 12 49            | 2 10           | 3 49              | 5 26            | 10                | ..              | 6 30              | 7 43        | 9 14        | ..         | 8 0           | 9 32        | 11 30          | 6 7         | 9 0         | 6           | 4          |      |
| 33     | Halifax dep.                      | 6 08            | 1               | ..              | 9 34           | 9 34               | 10 58            | 11 30             | 12 43            | 2 43           | 3 43              | 4 46            | 6 0               | ..              | 6 39              | 7 53        | 9 24        | ..         | 8 12          | 9 44        | 11 40          | ..          | 9 12        | 6           | 4          |      |
| 31     | Elland                            | 6 98            | 11              | ..              | 9 59           | 9 59               | 11 8             | ..                | 12 53            | ..             | 3 53              | ..              | ..                | ..              | 6 49              | 8 39        | 9 33        | ..         | 8 20          | 9 52        | 11 47          | 5 24        | 9 20        | 6           | 5          |      |
| 34     | Brighouse.                        | 6 19            | 8 21            | ..              | 9 49           | 10 9               | 11 18            | 11 47             | 1 3              | 2 16           | 4 35              | 11 6            | 25                | ..              | ..                | 9 8         | 10 33       | ..         | 9 20          | 10 52       | 12 47          | 7 24        | 10 20       | 8           | 0          |      |
|        | Bradford arr.                     | 9 21            | ..              | ..              | 10 40          | ..                 | 12 18            | 12 47             | 2 3              | 3 16           | 5 3               | 11 25           | 25                | ..              | ..                | 8 40        | 10 10       | ..         | 9 0           | 10 30       | 12 25          | 7 5         | 10 0        | 7           | 0          |      |
|        | By Omnibus dep.                   | 6 30            | ..              | ..              | 8 49           | ..                 | 10 45            | ..                | 1 10             | 2 15           | 3 21              | 5 25            | ..                | ..              | 5 50              | 7 30        | 9 10        | ..         | 9 0           | 10 30       | 12 25          | 7 5         | 10 0        | 7           | 0          |      |
| 36     | Kuddersford                       | 7 09            | 0               | ..              | 10 30          | ..                 | 12 25            | 1 55              | 2 56             | 4 45           | 6 07              | 16              | ..                | ..              | 6 55              | 8 10        | 9 39        | ..         | 8 29          | 10 1        | 11 55          | 6 32        | 9 29        | 6           | 5          |      |
|        | By Omnibus dep.                   | 6 08            | 0               | ..              | 9 5            | ..                 | 11 5             | 12 40             | 1 30             | 3 40           | 4 45              | 5 50            | ..                | ..              | 7 18              | 16          | 19          | 44         | ..            | 8 35        | 10 7           | ..          | 9 35        | 7           | 0          |      |
|        | Cooper Bdg                        | 6 25            | 8 28            | ..              | ..             | 10 15              | 11 25            | 11 55             | 1 10             | ..             | 4 17              | ..              | ..                | ..              | 7 18              | 26          | 51          | ..         | 8 41          | 10 13       | 12 6           | 6 41        | 9 41        | 7           | 6          |      |
| 38     | Mirfield                          | 6 31            | 8 35            | ..              | ..             | 10 21              | 11 32            | ..                | 1 17             | ..             | 4 17              | ..              | ..                | ..              | 7 7               | 8 26        | 9 51        | ..         | 8 41          | 10 13       | 12 6           | 6 41        | 9 41        | 7           | 6          |      |
| 41     | Dewsbury                          | 6 37            | 8 44            | ..              | ..             | 10 27              | 11 41            | 12 6              | 1 26             | ..             | 4 26              | 5 32            | ..                | ..              | 7 10              | 8 35        | 9 58        | ..         | 8 52          | 10 24       | ..             | 9 52        | 8           | 0           |            |      |
| 44     | Horbury                           | 6 40            | 8 53            | ..              | ..             | 10 30              | 11 50            | ..                | 1 35             | ..             | 4 35              | ..              | ..                | ..              | 7 28              | 8 49        | 10 10       | ..         | 9 5           | 10 37       | 12 20          | 6 57        | 10 5        | 8           | 6          |      |
| 48     | Wakefield..                       | 7 09            | 7               | ..              | 10 15          | 10 51              | 11 4             | 12 20             | 1 49             | 2 42           | 4 49              | 5 50            | 6 54              | ..              | 7 38              | 8 55        | 10 21       | ..         | 9 25          | 10 57       | 12 40          | 7 15        | 10 25       | 9           | 7          |      |
| 51     | Normanton                         | 7 10            | 9 19            | ..              | 10 23          | 11 12              | 12 16            | 12 30             | 2 12             | 53             | 5 16              | 6 07            | 4                 | ..              | 8 0               | 9 30        | 10 45       | ..         | 9 45          | 11 15       | 1 0            | 7 30        | 10 45       | 11          | 0          |      |
| 61     | Leeds arrival                     | 7 30            | 9 50            | ..              | 10 45          | 11 20              | 12 40            | 1 0               | 2 30             | 3 15           | 5 30              | 6 25            | 7 30              | ..              | ..                | ..          | ..          | ..         | ..            | ..          | ..             | ..          | ..          | ..          | ..         | ..   |

**OLDHAM BRANCH.**

**Week Days.**

From MANCHESTER, 7<sup>h</sup>, 8<sup>h</sup>, 9<sup>h</sup> 40, 10<sup>h</sup> a.m.: 12 25, 1<sup>h</sup>, 2 35, 4<sup>h</sup>, 5<sup>h</sup>, 6 40, 7 50, and 9<sup>h</sup> p.m.

From OLDHAM, 6<sup>h</sup>, 8, 9 10, 10<sup>h</sup>, 11<sup>h</sup> a.m.; 1, 2, 3<sup>h</sup>, 4<sup>h</sup>, 6 10, 7 20, and 8<sup>h</sup> p.m.

**Sundays.**

From MANCHESTER, 7<sup>h</sup>, 9<sup>h</sup>, 10<sup>h</sup> a.m.; 1, 4<sup>h</sup>, 7, 8 10, and 9<sup>h</sup> p.m.  
From OLDHAM, 6<sup>h</sup>, 8 10, 10 20, 11 a.m.; 1<sup>h</sup>, 4<sup>h</sup>, 7<sup>h</sup>, and 8<sup>h</sup> p.m.

**ASHTON AND STALYBRIDGE BRANCH.**

**Week Days.**

From MANCHESTER, 7, 9, 10 40 a.m.; 12<sup>h</sup>, 1<sup>h</sup>, 2<sup>h</sup>, 3<sup>h</sup>, 4<sup>h</sup>, 6 10, 7<sup>h</sup>, and 9<sup>h</sup> p.m.  
From STALYBRIDGE, 5<sup>h</sup>, 8<sup>h</sup>, 9 55, 11<sup>h</sup> a.m.; 1, 10, 2<sup>h</sup>, 4, 5 25, 6<sup>h</sup>, and 8<sup>h</sup> p.m.

**Sundays.**

From MANCHESTER, 8<sup>h</sup>, 10 20 a.m.; 2, 5<sup>h</sup>, 7<sup>h</sup>, and 9<sup>h</sup> p.m.  
From STALYBRIDGE, 7 20, 9<sup>h</sup> a.m.; 1, 10, 4 620, and 8<sup>h</sup> p.m.

The departures from Ashton will be 5 minutes after those quoted from Stalybridge.





Eng. J. Hawkshaw. **Manchester & Leeds. - BOLTON, CHORLEY, & PRESTON District.** Manager, W. Hinners.

| Distric | DOWN.               | Sundays.  |       |           |           |       |           |           |       |           |       |           |       | Fares. |       |       |
|---------|---------------------|-----------|-------|-----------|-----------|-------|-----------|-----------|-------|-----------|-------|-----------|-------|--------|-------|-------|
|         |                     | Chp 1,2,3 | 1 & 2 | Exp 1 & 2 | Chp 1,2,3 | 1 & 2 | Exp 1 & 2 | Chp 1,2,3 | 1 & 2 | Exp 1,2,3 | 1 & 2 | Chp 1,2,3 | 1 & 2 | 1 cls. | 2 cls | 3 cls |
|         | SALFORD STATION     | a.m.      | a.m.  | a.m.      | a.m.      | p.m.  | p.m.      | p.m.      | p.m.  | p.m.      | p.m.  | p.m.      | p.m.  | s. d.  | s. d. | s. d. |
|         | New-Bailey Street   | 7 15      | 8 30  | 9 0       | 10 30     | 11 15 | 12 30     | 2 0       | 2 30  | 3 50      | 4 35  | 5 15      | 6 15  | 0 4    | 0 3   | 0 2   |
| 1       | Pendleton           | 7 23      | 8 38  | ..        | 10 33     | 11 20 | 12 35     | ..        | 2 35  | ..        | ..    | 5 23      | 6 20  | 1 0    | 0 9   | 0 6   |
| 5       | Clifton             | 7 35      | 8 50  | ..        | 10 46     | 11 30 | 12 45     | ..        | 2 45  | ..        | ..    | 5 35      | 6 30  | 1 3    | 1 0   | 0 7   |
| 54      | Stonelough          | 7 40      | 8 55  | ..        | 10 46     | 11 35 | 12 50     | ..        | 2 50  | 4 5       | ..    | 5 40      | 6 35  | 1 6    | 1 0   | 0 8   |
| 7       | Halshaw Moor        | 7 42      | 8 57  | ..        | 10 46     | 11 37 | 12 52     | ..        | 2 52  | ..        | ..    | 5 42      | 6 38  | 1 6    | 1 3   | 0 9   |
| 84      | Farnworth           | 7 45      | 9 0   | ..        | 10 46     | 11 40 | 12 55     | ..        | 2 55  | ..        | ..    | 5 45      | 6 41  | 1 9    | 1 3   | 0 10  |
| 10      | BOLTON              | 7 55      | 9 5   | 9 20      | 11 0      | 11 50 | 1 5       | 2 20      | 3 5   | 4 15      | 4 55  | 5 55      | 6 55  | 3 9    | 2 3   | 2 0   |
| 23      | Blackburn arr by ch | 10 50     | ..    | ..        | ..        | ..    | ..        | 4 50      | ..    | 6 50      | ..    | ..        | ..    | 2 6    | 2 0   | 1 3   |
| 14      | Lostock Lane        | 8 8       | ..    | ..        | 11 15     | ..    | ..        | ..        | ..    | 4 26      | ..    | 6 12      | ..    | 3 0    | 2 3   | 1 5   |
| 164     | Horwich & Blackrd   | 8 15      | ..    | ..        | 11 25     | ..    | ..        | 2 35      | ..    | 4 30      | ..    | 6 18      | ..    | 3 3    | 2 6   | 1 7   |
| 184     | Adlington           | 8 20      | ..    | ..        | 11 30     | ..    | ..        | ..        | ..    | 4 35      | 5 20  | 6 24      | ..    | 4 6    | 3 3   | 2 1   |
| 214     | Chorley             | 8 30      | ..    | 9 45      | 11 40     | ..    | ..        | 2 50      | ..    | 4 45      | ..    | 6 30      | ..    | 5 0    | 3 9   | 2 4   |
| 244     | Euxton              | 8 40      | ..    | ..        | 11 45     | ..    | ..        | 3 0       | ..    | 4 55      | ..    | 6 40      | ..    | 5 6    | 4 0   | 2 7   |
| 444     | Southport arr by ch | ..        | ..    | ..        | ..        | ..    | ..        | 5 45      | ..    | ..        | ..    | ..        | ..    | 9 6    | 6 6   | ..    |
| 26      | Leyland             | 8 44      | ..    | ..        | 11 50     | ..    | ..        | ..        | ..    | 5 0       | ..    | 6 45      | ..    | 4 9    | 3 6   | 2 3   |
| 28      | Farrington          | 8 50      | ..    | ..        | 11 55     | ..    | ..        | ..        | ..    | 5 10      | ..    | 6 50      | ..    | 5 0    | 3 9   | 2 4   |
| 304     | Preston arrival     | 8 55      | ..    | 10 15     | 12 5      | ..    | ..        | 3 20      | ..    | 5 25      | 5 50  | 7 0       | ..    | 5 6    | 4 0   | 2 7   |
| 504     | FLEETWOOD arr       | ..        | ..    | 11 25     | ..        | ..    | ..        | 4 30      | ..    | 7 0       | 7 0   | ..        | ..    | 9 6    | 6 6   | 4 3   |
| 504     | LANCASTER arr       | 10 30     | ..    | ..        | 1 10      | ..    | ..        | 4 40      | ..    | 6 40      | ..    | ..        | ..    | 9 6    | 6 9   | 4 3   |

On Saturdays only, from Manchester, at 1 1/2 p.m. stopping. FARES, by Express, between Manchester and Bolton, 2s., 1s. 6d.  
 (\*) In connexion with Trains to and from Kendal. All the Sunday Trains take passengers at 1d. per mile.

| Distric | UP.                | Sundays.  |      |         |           |       |         |           |      |         |           |      |         | Additional Ex-<br>press Train from<br>Bolton to Manches-<br>ter at 9 a.m. on<br>Tuesdays, Thurs-<br>days & Saturdays. |       |       |
|---------|--------------------|-----------|------|---------|-----------|-------|---------|-----------|------|---------|-----------|------|---------|-----------------------------------------------------------------------------------------------------------------------|-------|-------|
|         |                    | Chp 1,2,3 | 1,2  | Exp 1,2 | Chp 1,2,3 | 1,2   | Exp 1,2 | Chp 1,2,3 | 1,2  | Exp 1,2 | Chp 1,2,3 | 1,2  | Exp 1,2 | 1 cls.                                                                                                                | 2 cls | 3 cls |
|         | LANCASTER to Manch | a.m.      | a.m. | a.m.    | a.m.      | a.m.  | p.m.    | p.m.      | p.m. | p.m.    | p.m.      | p.m. | p.m.    | s. d.                                                                                                                 | s. d. | s. d. |
| 504     | FLEETWOOD          | 6 30      | ..   | 7 45    | ..        | 9 15  | ..      | 12 20     | ..   | ..      | 5 45      | ..   | ..      | 0 4                                                                                                                   | 0 3   | 0 2   |
| 204     | Preston depart.    | 7 25      | 8 55 | ..      | 10 40     | ..    | 1 25    | ..        | ..   | 4 5     | ..        | 6 45 | 8 0     | 0 4                                                                                                                   | 0 3   | 0 2   |
| 22      | Farrington         | 7 30      | ..   | ..      | 10 45     | ..    | ..      | ..        | ..   | 4 10    | ..        | 6 50 | 8 7     | 0 4                                                                                                                   | 0 3   | 0 2   |
| 24      | Leyland            | 7 35      | ..   | ..      | 10 50     | ..    | ..      | ..        | ..   | 4 16    | ..        | 6 55 | 8 12    | 0 4                                                                                                                   | 0 3   | 0 2   |
| 46      | Southport ch. dep. | ..        | ..   | ..      | ..        | ..    | ..      | 11 0      | ..   | ..      | ..        | ..   | ..      | ..                                                                                                                    | ..    | ..    |
| 26      | Euxton             | 7 45      | ..   | ..      | 11 55     | ..    | ..      | 1 42      | ..   | 4 22    | ..        | 7 5  | 8 17    | 0 4                                                                                                                   | 0 3   | 0 2   |
| 29      | Chorley            | 7 50      | 9 15 | ..      | 11 5      | ..    | ..      | 1 52      | ..   | 4 30    | ..        | 7 10 | 8 25    | 0 4                                                                                                                   | 0 3   | 0 2   |
| 32      | Adlington          | 8 0       | ..   | ..      | 11 10     | ..    | ..      | ..        | ..   | 4 38    | ..        | 7 20 | 8 35    | 0 4                                                                                                                   | 0 3   | 0 2   |
| 34      | Horwich & Blackrd  | 8 5       | ..   | ..      | 11 15     | ..    | ..      | 2 5       | ..   | 4 43    | ..        | 7 27 | 8 42    | 0 4                                                                                                                   | 0 3   | 0 2   |
| 36      | Lostock Lane       | 8 15      | ..   | ..      | 11 20     | ..    | ..      | ..        | ..   | 4 48    | ..        | 7 35 | 8 48    | 0 4                                                                                                                   | 0 3   | 0 2   |
|         | Blackburn ch. dep. | 8 30      | ..   | ..      | ..        | ..    | ..      | ..        | ..   | 4 5     | ..        | ..   | ..      | ..                                                                                                                    | ..    | ..    |
| 404     | BOLTON             | 7 45      | 8 45 | 9 55    | 10 15     | 12 0  | 12 30   | 1 30      | 2 30 | 3 30    | 5 15      | 6 30 | 7 15    | 0 9                                                                                                                   | 0 9   | 0 30  |
| 42      | Farnworth          | 7 50      | 8 50 | ..      | 10 20     | ..    | 12 34   | 1 34      | ..   | 3 35    | 5 20      | ..   | 7 19    | 8 4                                                                                                                   | 0 9   | 0 35  |
| 43      | Halshaw Moor       | 7 53      | 8 53 | ..      | 10 23     | ..    | 12 38   | 1 38      | ..   | 3 38    | 5 23      | ..   | 7 22    | 8 9                                                                                                                   | 0 9   | 0 38  |
| 434     | Stonelough         | 7 55      | 8 55 | ..      | 10 25     | 12 10 | 12 40   | 1 40      | ..   | 3 40    | 5 25      | 6 40 | 7 24    | 8 9                                                                                                                   | 0 9   | 0 38  |
| 454     | Clifton            | 8 5       | 9 5  | ..      | 10 35     | ..    | 12 45   | 1 45      | ..   | 3 50    | 5 35      | ..   | 7 30    | 8 15                                                                                                                  | 0 9   | 0 38  |
| 484     | Pendleton          | 8 15      | 9 15 | ..      | 10 45     | ..    | 12 55   | 1 55      | ..   | 4 0     | 5 45      | ..   | 7 40    | 8 25                                                                                                                  | 0 9   | 0 38  |
| 504     | Salford Station    | 8 25      | 9 25 | 10 20   | 10 55     | 12 30 | 1 52    | 2 5       | 2 55 | 4 10    | 5 55      | 6 50 | 7 50    | 8 35                                                                                                                  | 0 9   | 0 38  |

**Fares from Bolton**

1 cls. 2 cls 3 cls  
s. d. s. d. s. d.



# **Preston and Wyre.—BLACKPOOL, FLEETWOOD, LYTHAM, AND PRESTON.—20 Miles.**

T. H. Higgin, Man. Director.—Sec., H. Bazett Jones, Fleetwood.

| Miles from Fleetwood. |                           | UP TRAINS<br>Frm FLEETWOOD,<br>BLACKPOOL,<br>LYTHAM and<br>PRESTON. |                 |                   |                 | WEEK DAYS.        |             |             |             | Sun-<br>days      |             |             |             | Miles from Fleetwood.    |                          | DOWN TRNS.<br>FROM PRESTON<br>TO BLACKPOOL<br>LYTHAM AND<br>FLEETWOOD. |                 |                   |                 | WEEK DAYS.        |             |             |             | Sun-<br>days      |             |             |             | Miles from Fleetwood. |  |  |  |
|-----------------------|---------------------------|---------------------------------------------------------------------|-----------------|-------------------|-----------------|-------------------|-------------|-------------|-------------|-------------------|-------------|-------------|-------------|--------------------------|--------------------------|------------------------------------------------------------------------|-----------------|-------------------|-----------------|-------------------|-------------|-------------|-------------|-------------------|-------------|-------------|-------------|-----------------------|--|--|--|
|                       |                           |                                                                     |                 |                   |                 |                   |             |             |             |                   |             |             |             |                          |                          |                                                                        |                 |                   |                 |                   |             |             |             |                   |             |             |             |                       |  |  |  |
|                       |                           | 1 & 2<br>cls.                                                       | 1 & 2<br>class. | 1, 2, 3<br>class. | 1 & 2<br>class. | 1, 2, 3<br>class. | 1st<br>cls. | 2nd<br>cls. | 3rd<br>cls. | 1, 2, 3<br>class. | 1st<br>cls. | 2nd<br>cls. | 3rd<br>cls. |                          |                          | 1 & 2<br>class.                                                        | 1, 2, 3<br>Exp. | 1, 2, 3<br>class. | 1, 2, 3<br>Exp. | 1, 2, 3<br>class. | 1st<br>cls. | 2nd<br>cls. | 3rd<br>cls. | 1, 2, 3<br>class. | 1st<br>cls. | 2nd<br>cls. | 3rd<br>cls. |                       |  |  |  |
|                       |                           | a.m.                                                                | a.m.            | p.m.              | p.m.            | p.m.              | s. d.       | s. d.       | s. d.       |                   |             |             |             |                          | a.m.                     | a.m.                                                                   | p.m.            | p.m.              | a.m.            | s. d.             | s. d.       | s. d.       |             |                   |             |             |             |                       |  |  |  |
| —                     | <b>Fleetwood..dep.</b>    | 7 45                                                                | 9 15            | 12 20             | 5 45            | 5 0               |             |             |             |                   |             |             | 20          |                          | <b>Preston.. depart.</b> | 7 15                                                                   | 10 25           | 3 30              | 6 45            | 7 15              |             |             |             |                   |             |             |             |                       |  |  |  |
| 5                     | Poulton .....             | 8 5                                                                 | 9 35            | 12 35             | 6 0             | 5 15              | 1           | 0           | 0           | 9                 | 0           | 6           | 17          |                          | Lea Road ....arrival     | ..                                                                     | 10 35           | 3 40              | ..              | ..                | ..          | ..          | ..          | ..                | ..          | ..          |             |                       |  |  |  |
| 9                     | <b>Blackpool .....</b>    | ..                                                                  | 9 20            | (2 20)            | 5 45            | 5 0               | 1           | 6           | 1           | 0                 | 9           | 14          |             | Salwick .....            | ..                       | 10 40                                                                  | 3 45            | ..                | ..              | ..                | ..          | ..          | ..          | ..                | ..          | ..          |             |                       |  |  |  |
| 11                    | Kirkham .....             | 8 20                                                                | 9 50            | 12 50             | 6 15            | 5 30              | 2           | 6           | 1           | 6                 | 1           | 0           | 11          |                          | Kirkham .....            | 7 35                                                                   | 10 45           | 3 50              | 6 25            | 7 35              | 11          | 6           | 1           | 0                 | 0           | 8           |             |                       |  |  |  |
| 14                    | <b>Lytham .....</b>       | ..                                                                  | 9 20            | 12 25             | 5 50            | 5 15              | 3           | 2           | 0           | 1                 | 3           | 15          |             | <b>Lytham .....</b>      | 7 55                     | 11 5                                                                   | 4 15            | 6 45              | 7 55            | 12                | 6           | 1           | 6           | 1                 | 0           |             |             |                       |  |  |  |
| 15                    | Salwick .....             | 8 30                                                                | 10 0            | 1 5               | 6 15            | 5 35              | 3           | 2           | 0           | 1                 | 3           | 4           |             | Poulton .....            | 7 50                     | 11 0                                                                   | 4 10            | 6 40              | 7 50            | 13                | 0           | 2           | 0           | 1                 | 3           |             |             |                       |  |  |  |
| 17                    | Lea Road .....            | 8 40                                                                | 10 5            | 1 10              | 6 25            | 5 40              | 3           | 2           | 6           | 1                 | 6           | —           |             | <b>Blackpool..arrive</b> | ..                       | 11 25                                                                  | 4 30            | 7 0               | ..              | ..                | ..          | ..          | ..          | ..                | ..          | ..          |             |                       |  |  |  |
| 20                    | <b>Preston....arrival</b> | 8 50                                                                | 10 20           | 1 20              | 6 40            | 5 55              | 4           | 0           | 2           | 6                 | 1           | 8           | —           |                          | <b>Fleetwood..</b>       | 8 20                                                                   | 11 25           | 4 30              | 7 0             | 8 20              | 14          | 0           | 2           | 6                 | 1           | 8           |             |                       |  |  |  |

**Fares.**—Fleetwood to Chorley, 6s., 4s. 2s. 5d.; to Bolton, 8s., 5s. 6d., 3s. 5d.; to Manchester, via Bolton, 9s. 6d., 6s. 6d., 4s. 3d.; to Liverpool, 10s., 6s. 6d.

On SATURDAYS, from Fleetwood and Blackpool, at 7½ a.m., and Lytham at 7 50 a.m.; from Preston at 3½ p.m., 1st, 2nd, and 3rd class. DAY TICKETS, between Preston and Lytham, 1st class, 3/6, 2nd class, 2/6; Poulton, 4/0, 3/0, Blackpool, 4/6, 3/6; Fleetwood, 5/0, 4/0.

## **St. Helens.—BOLTON, PRESTON, AND WIGAN.**

**From St. Helens to Liverpool,** 7 a.m. mixed; 8 15 and 9½ a.m., 1, 2½, 3 35, 6, and \*8 10 p.m. first and second class; 10½ a.m., and 7½ p.m. first and third class. **On Sundays,** 9 a.m., and 6½ p.m. mixed; \*8 10 p.m. first and second class—the 8 10 p.m. train waiting three quarters of an hour at St. Helens Junction.

**From St. Helens to Manchester,** 7 a.m., and \*1 p.m. mixed; 2½ p.m. first class; 10½ a.m., 3, 6, and \*8 10 p.m. first and second class; 7 p.m. first and third class. **On Sundays,** 8½ a.m. and 6 p.m. mixed; \*8 10 p.m. first and second class.

\* Stopping at Rainhill, Heyton Gate, Newton, Parkside, Kenyon Junction, Bury Lane, and Patricroft.

**From St. Helens to Bolton,** 7 a.m., 1 & 7 p.m. mixed; 10½ a.m., & 3 p.m. 1st & 2nd class. **On Sundays,** 8 15 a.m. & 6 p.m. mixed.

**From St. Helens to Wigan and Preston,** 7 a.m., and 7 p.m. mixed; 10½ a.m., and 1 p.m. first and second class.

**On Sundays,** 8½ a.m. and 6 p.m. mixed.

**St. Helens to Warrington,** 7, & 10½ a.m.; 1, 3, 5½, & 8 10 p.m. **On Sundays,** 8½ a.m.

**From Bolton to St. Helens,** 7 15 a.m., 12 20 & 6½ p.m. mixed and 3rd class; 2 50 p.m. 1st & 2nd class. **On Sundays,** 8 5 a.m. and 6 p.m. mixed.

**FARES.**—From St. Helens to Liverpool, 2s. 6d., 1s. 6d., 1s.; to Manchester, 3s. 6d., 2s. 6d., 1s. 10d.; to Bolton, 3s. 6d., 2s. 6d., 1s. 7d.; to Wigan, 2s. 6d., 1s. 6d., 1s. 2d.; to Preston, 5s. 6d., 3s. 6d., 2s. 5d. For trains from Liverpool and Manchester, see Liverpool and Manchester table.

## **SHEFFIELD AND ROTHERHAM.**

**From Sheffield.**—3½, 9½, 10½ & 11½ a.m., 12½, 1½, 2½, 3½, 4½, 5½, 6½, and 8 p.m.

**From Rotherham.**—9, 10, & 11 a.m.; 12 noon, 1, 2, 3, 4, 5, 6, 7, and 8½ p.m.

**On Sundays.**—From Sheffield at 9 a.m.; 1½, 2½, 6½, and 8 p.m.—From Rotherham 9½ a.m.; 2, 6, 7, and 8½ p.m.

On Mondays an additional train from Sheffield at 7 a.m.

**FARES.**—From Sheffield to Rotherham, 1st class 1s., 3rd, 6d.; to Brightside, 1st class, 6d., 3rd, 3d; Rotherham to the Holmes, 1st class, 6d., 3rd, 3d; to Brightside, 1st class, 8d., 3rd, 4d.

# East Lancashire, — BURNLEY, BURY, & MANCHESTER.

| Mls    | Down from Manchester.           | Sundays. |       |       |       |      |      |      |      |      |      |      | Fares from Manchester. |           |                |           |
|--------|---------------------------------|----------|-------|-------|-------|------|------|------|------|------|------|------|------------------------|-----------|----------------|-----------|
|        |                                 | 1        | 2     | 3     | 4     | 5    | 6    | 7    | 8    | 9    | 10   | 11   | Inside Coach.          |           | Outside Coach. |           |
|        |                                 | a.m.     | a.m.  | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | 1 cls. d.              | 2 cls. d. | 3 cls. d.      | 3 cls. d. |
|        | Departs from                    | a.m.     | a.m.  | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | a.m.                   | a.m.      | p.m.           | p.m.      |
|        | <b>Victoria Station</b> .....   | 7 45     | 9 20  | 11 40 | 1 10  | 2 20 | 3 20 | 4 30 | 5 50 | 7 0  | 8 20 | 9 30 | 9 15                   | 1 15      | 1 15           | 1 15      |
|        | <b>Salford Station</b> .....    | 7 45     | 9 20  | 11 40 | 1 10  | 2 20 | 3 20 | 4 30 | 5 50 | 7 0  | 8 20 | 9 30 | 9 15                   | 1 15      | 1 15           | 1 15      |
| 7 1/2  | Radcliffe Bridge .....          | 8 15     | 9 40  | 10 40 | 12 0  | 1 30 | 2 40 | 3 40 | 4 55 | 6 10 | 7 20 | 8 40 | 9 35                   | 1 35      | 1 35           | 1 35      |
| 10     | <b>Bury</b> .....               | 8 15     | 9 40  | 10 40 | 12 0  | 1 30 | 2 40 | 3 40 | 4 55 | 6 10 | 7 20 | 8 40 | 9 35                   | 1 35      | 1 35           | 1 35      |
| 12 1/2 | Summersat .....                 | 8 23     | 9 58  | 10 58 | 12 18 | 1 48 | 2 58 | 3 58 | 5 13 | 6 28 | 7 38 | 8 58 | 9 53                   | 1 53      | 1 53           | 1 53      |
| 14     | Ramsbottom .....                | 8 28     | 10 1  | 11 1  | 12 23 | 1 53 | 3 4  | 4 4  | 5 13 | 6 37 | 7 47 | 9 7  | 10 2                   | 2 6       | 2 6            | 2 6       |
| 14 1/2 | Stubbins .....                  | 8 32     | 10 7  | 11 7  | 12 27 | 1 57 | 3 7  | 4 7  | 5 13 | 6 37 | 7 47 | 9 7  | 10 2                   | 2 6       | 2 6            | 2 6       |
| 16 1/2 | Ewood Bridge .....              | 8 39     | 10 14 | 11 14 | 12 34 | 2 4  | 3 14 | 4 14 | 5 13 | 6 47 | 7 57 | 9 17 | 10 12                  | 3 6       | 3 6            | 3 6       |
| 18     | <b>Rawtenstall</b> arrival..... | 8 45     | 10 20 | 11 20 | 12 40 | 2 10 | 3 20 | 4 20 | 5 15 | 6 50 | 8 0  | 9 20 | 10 15                  | 2 15      | 2 15           | 2 15      |
| 22 1/2 | Bacup, arvl. coach.....         | 9 45     | 11 20 | 12 20 | 1 40  | 2 50 | 3 50 | 4 50 | 5 50 | 7 10 | 8 20 | 9 30 | 10 25                  | 3 25      | 3 25           | 3 25      |
| 26     | Burnley ditto.....              | 9 45     | 11 20 | 12 20 | 1 40  | 2 50 | 3 50 | 4 50 | 5 50 | 7 10 | 8 20 | 9 30 | 10 25                  | 3 25      | 3 25           | 3 25      |
| 32     | Colne ditto.....                | 10 45    | 12 20 | 1 20  | 2 20  | 3 20 | 4 20 | 5 20 | 6 20 | 7 30 | 8 40 | 9 50 | 10 45                  | 4 15      | 4 15           | 4 15      |
| 44     | Skipton ditto.....              | 12 0     | 1 0   | 2 0   | 3 0   | 4 0  | 5 0  | 6 0  | 7 0  | 8 0  | 9 0  | 10 0 | 11 0                   | 5 0       | 5 0            | 5 0       |
| 20     | Haslingden ditto.....           | 9 5      | 10 40 | 11 40 | 1 0   | 2 0  | 3 0  | 4 0  | 5 0  | 6 0  | 7 0  | 8 0  | 9 0                    | 10 0      | 11 0           | 12 0      |
| 23     | Accrington ditto.....           | 9 30     | 11 15 | 12 15 | 1 35  | 2 35 | 3 35 | 4 35 | 5 35 | 6 35 | 7 35 | 8 35 | 9 30                   | 10 15     | 11 15          | 12 15     |
| 29     | Blackburn ditto.....            | 10 15    | 11 50 | 12 50 | 2 10  | 3 10 | 4 10 | 5 10 | 6 10 | 7 10 | 8 10 | 9 10 | 10 0                   | 11 0      | 12 0           | 1 0       |
| 29 1/2 | Whalley ditto.....              | 10 30    | 12 0  | 1 0   | 2 0   | 3 0  | 4 0  | 5 0  | 6 0  | 7 0  | 8 0  | 9 0  | 10 0                   | 11 0      | 12 0           | 1 0       |
| 33     | Clitheroe ditto.....            | 11 0     | 1 0   | 2 0   | 3 0   | 4 0  | 5 0  | 6 0  | 7 0  | 8 0  | 9 0  | 10 0 | 11 0                   | 12 0      | 1 0            | 2 0       |

| Up from            |                                 | 1    | 2     | 3     | 4     | 5     | 6        | 7              | 8    | 9     | 10              | 11        | Sundays. |                  |                 |      |      | Fares from |  |  |  |
|--------------------|---------------------------------|------|-------|-------|-------|-------|----------|----------------|------|-------|-----------------|-----------|----------|------------------|-----------------|------|------|------------|--|--|--|
| Mls                | Rawtenstall.                    | Exp. |       |       |       |       |          |                |      |       |                 |           |          |                  |                 |      |      |            |  |  |  |
|                    | Departs from                    | a.m. | a.m.  | a.m.  | a.m.  | noon  | p.m.     | p.m.           | p.m. | p.m.  | p.m.            | p.m.      | a.m.     | a.m.             | p.m.            | p.m. | p.m. |            |  |  |  |
| 26                 | Skipton, by Coach               |      |       |       | 7 0   |       |          |                |      |       | 2 0             |           |          |                  |                 |      |      |            |  |  |  |
| 14                 | Celne ditto                     |      |       |       | 8 30  |       |          |                |      |       | 2 30            | 3 15      |          | 7 15             |                 |      |      |            |  |  |  |
| 8                  | Burnley ditto                   | 6 45 | 8 0   |       | 9 30  |       | 12 0     |                |      |       | 3 30            | 4 30      |          | 8 15             |                 | 5 0  |      |            |  |  |  |
| 4 1/2              | Bacup ditto                     | 7 0  | 8 30  |       |       | 12 20 |          |                |      |       | 4 50            |           |          | 6 45             | 2 30            |      |      |            |  |  |  |
| 15                 | Clitheroe ditto                 |      | 7 0   |       |       |       |          |                |      |       | 2 30            |           |          | 7 15             | 3 0             |      |      |            |  |  |  |
| 11                 | Whalley ditto                   |      |       |       | 9 0   |       | 11 30    |                |      |       | 2 45            |           |          | 7 45             | 3 30            | 5 30 |      |            |  |  |  |
| 11 1/2             | Blackburn ditto                 |      | 7 30  |       |       |       | 11 30    |                |      |       | 3 0             | 4 5 6 50  |          | 8 20             | 4 5 6 5         |      |      |            |  |  |  |
| 5                  | Accrington ditto                |      | 8 15  |       | 9 35  |       | 12 5     |                |      |       | 3 35            | 4 40 6 25 |          | 8 55             | 4 40 6 40       |      |      |            |  |  |  |
| 2                  | Haslingden ditto                |      | 8 45  |       | 10 10 |       | 12 40    |                |      |       | 4 10 5 15 7 0   |           |          | 9 15             | 15 5 0 7 0 8 30 |      |      |            |  |  |  |
| <b>Rawtenstall</b> |                                 | 7 45 | 9 30  | 10 30 | 12 0  | 1 20  | 2 30     | 3 40           | 4 30 | 5 35  | 7 20            | 8 0       | 9 19     | 19 5 4 7 48 8 34 |                 |      |      |            |  |  |  |
| 1 1/2              | Ewood Bridge                    | 7 49 | 9 34  | 10 34 | 12 41 | 4 2   | 34 34 44 | 4 34 5 39 7 24 | 8 8  | 9 23  | 13 5 8 7 8 38   |           |          | 9 23             | 13 5 8 7 8 38   |      |      |            |  |  |  |
| 3                  | Stubbins                        | 7 53 | 9 38  | 10 38 | 12 41 | 8 2   | 38 38 48 | 4 38 5 43 7 28 | 8 8  | 9 28  | 13 5 8 7 8 43   |           |          | 9 28             | 13 5 8 7 8 43   |      |      |            |  |  |  |
| 4                  | Ramsbottom                      | 7 58 | 9 43  | 10 43 | 12 13 | 13 2  | 43 3 53  | 4 43 5 47 7 33 | 8 13 | 9 33  | 13 5 8 7 8 48   |           |          | 9 33             | 13 5 8 7 8 48   |      |      |            |  |  |  |
| 5 1/2              | Summerseat                      | 8 3  | 9 48  | 10 48 | 12 18 | 18 2  | 48 3 58  | 4 48 5 52 7 38 | 8 18 | 9 45  | 14 5 5 7 39 9 0 |           |          | 9 45             | 14 5 5 7 39 9 0 |      |      |            |  |  |  |
| 8                  | <b>Bury</b>                     | 8 15 | 9 20  | 10 11 | 12 30 | 1 30  | 4 10     | 5 4 6 7 50     | 8 30 | 9 52  | 15 5 5 7 37 9 7 |           |          | 9 52             | 15 5 5 7 37 9 7 |      |      |            |  |  |  |
| 10 1/2             | Radcliffe Bridge                | 8 23 | 10 8  | 11 8  | 12 38 | 1 38  | 4 18     | 5 8 6 8 7 58   | 8 37 | 10 15 | 15 6 0 8 0 9 30 |           |          | 10 15            | 15 6 0 8 0 9 30 |      |      |            |  |  |  |
|                    | <b>Salford Station</b> arrival  | 9 45 |       | 11 30 |       |       | 3 30     | 5 30           | 6 30 | 8 20  |                 |           |          |                  |                 |      |      |            |  |  |  |
| 18                 | <b>Victoria Station</b> arrival | 8 45 | 10 25 |       | 12 55 | 2 0   | 4 40     |                |      |       |                 |           |          |                  |                 |      |      |            |  |  |  |

RETURN DAY TICKETS, not transferable, between Manchester and Radcliffe Bridge, 2s. 1s. 4d. 1s.; Bury, 2s. 6d. 1s. 6d. 1s.; Sun mersat, 3s. 6d. 2s. 1s. 4d.; Ramsbottom, 4s. 2s. 6d. 1s. 8d.; Stubbins, 4s. 6d. 2s. 9d. 1s. 10d.; Ewood Bridge or Rawtenstall, 5s. 3s. 2s. Third class carriages with every train.



**East Lancashire.—BLACKBURN AND PRESTON.**

Fares.

| Mls | DOWN.                              | 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | Sundays. | Single Ticket. |       |       |       | Day Ticket. |       |       |       |       |
|-----|------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|----------------|-------|-------|-------|-------------|-------|-------|-------|-------|
|     |                                    | a.m.  | a.m.  | a.m.  | a.m.  | p.m.  | p.m.  | p.m.  | p.m.  | p.m.  | a.m.     | a.m.           | p.m.  | p.m.  | 1Cls  | 2Cls        | 3Cls  | 1Cls  | 2Cls  | 3Cls  |
|     |                                    | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d.    | s. d.          | s. d. | s. d. | s. d. | s. d.       | s. d. | s. d. | s. d. | s. d. |
| —   | <b>Blackburn</b> ..... departure.. | 7 0   | 8 30  | 9 50  | 11 30 | 1 0   | 3 0   | 4 0   | 4 50  | 7 0   | 7 10     | 8 30           | 5 0   | 7 0   | ..    | ..          | ..    | ..    | ..    | ..    |
| 3   | Pleasington .....                  | 7 6   | ..    | 9 56  | ..    | ..    | ..    | 4 6   | ..    | 7 6   | 7 16     | 8 36           | 5 6   | 7 6   | 0 6   | 0 4         | 0 3   | ..    | ..    | ..    |
| 5   | Houghton .....                     | 7 10  | ..    | 10 0  | 11 40 | 1 10  | 3 10  | 4 10  | 5 0   | 7 10  | 7 20     | 8 40           | 5 10  | 7 10  | 1 0   | 0 8         | 0 4   | ..    | ..    | ..    |
| 8   | Bamber Bridge .....                | 7 20  | ..    | 10 10 | 11 50 | 1 20  | 3 20  | 4 20  | 5 10  | 7 20  | 7 30     | 8 50           | 5 20  | 7 20  | 1 6   | 0 8         | 0 8   | ..    | ..    | ..    |
| 10  | Farrington .....                   | 7 27  | ..    | 10 15 | ..    | 1 28  | ..    | 4 30  | ..    | 7 30  | 7 40     | 9 05           | 30    | 7 30  | 1 9   | 1 40        | 0 9   | 3 0   | 2 6   | 1 6   |
| 12½ | <b>Preston</b> ..... arrival..     | 7 35  | 8 55  | 10 25 | 12 0  | 1 35  | 3 30  | 4 40  | 5 20  | 7 40  | 7 50     | 9 10           | 5 40  | 7 40  | 2 0   | 1 6         | 1 0   | 3 0   | 2 6   | 1 6   |
| Mls | UP.                                | 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | Sundays. | Single Ticket. |       |       |       | Day Ticket. |       |       |       |       |
|     |                                    | a.m.  | a.m.  | a.m.  | p.m.  | p.m.  | p.m.  | p.m.  | p.m.  | p.m.  | a.m.     | a.m.           | p.m.  | p.m.  | 1Cls  | 2Cls        | 3Cls  | 1Cls  | 2Cls  | 3Cls  |
|     |                                    | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d.    | s. d.          | s. d. | s. d. | s. d. | s. d.       | s. d. | s. d. | s. d. | s. d. |
| —   | <b>Preston</b> ..... departure..   | 7 45  | 9 30  | 10 45 | 12 10 | 1 45  | 3 40  | 5 30  | 6 10  | 8 5   | 8 15     | 9 45           | 6 10  | 8 5   | ..    | ..          | ..    | ..    | ..    | ..    |
| 2½  | Farrington .....                   | 7 52  | 9 36  | 10 51 | 12 17 | 1 52  | 3 47  | ..    | 6 16  | 8 12  | 8 22     | 9 52           | 6 18  | 8 12  | ..    | ..          | ..    | ..    | ..    | ..    |
| 4½  | Bamber Bridge .....                | 8 0   | 9 45  | 10 56 | 12 25 | 2 0   | 3 55  | 5 40  | 6 21  | 8 20  | 8 30     | 10 0           | 6 21  | 8 20  | 0 9   | 0 6         | 0 4   | ..    | ..    | ..    |
| 7½  | Houghton .....                     | 8 12  | 9 57  | 11 10 | 12 37 | 2 12  | 4 7   | 5 50  | 6 35  | 8 32  | 8 42     | 10 12          | 6 35  | 8 32  | 1 40  | 10          | 6     | ..    | ..    | ..    |
| 9½  | Pleasington .....                  | 9 17  | 10 10 | ..    | ..    | ..    | 4 12  | ..    | ..    | 8 37  | 8 47     | 10 17          | 6 40  | 8 37  | 1 8   | 1 30        | 9     | ..    | ..    | ..    |
| 12½ | <b>Blackburn</b> ..... arrival..   | 9 25  | 10 12 | 11 20 | 12 50 | 2 25  | 4 20  | 6 06  | 6 45  | 8 45  | 8 55     | 10 25          | 6 45  | 8 45  | 2 0   | 1 6         | 1 0   | 3 0   | 2 6   | 1 6   |

Third Class Passengers are conveyed by every train.—Children under twelve years of age, half fare; in arms, under four years of age, free.

**DAY TICKETS.**—To and from Manchester and Accrington, 1st class and inside coach, 7s.; 2nd and inside, 6s.; 2nd and outside, 4s. 6d.; 3rd and outside, 3s. 6d. Blackburn, 7s. 6d., 6s., 4s., 3s. 6d. Whalley, 10s., 8s., 6s., 5s. Clitheroe, 10s. 8s., 7s., 6s. Bacup, 6s., 4s., 3s. 8d., 2s. 8d. Burnley, 8s., 6s., 5s., 4s. Colne, 10s., 8s., 7s., 6s.

Day tickets are not transferable, and can only be used the day on which they are issued, and between those stations only for which they are issued, not at intermediate stations. Parties attempting to pass with those which have been issued the day before, will be required to pay the whole fare. Those issued on Saturday may be used for re-urn at any time until the Monday evening following.

PARCELS for Trains leaving the Victoria Station, Manchester, must be booked at the London and North Western Company's Office, in Market-street; and for all other Trains at the office in Hanging Ditch, or at the Salford Station.

Secretary, Edwd. Kenway, Cardiff.

**TAFF VALE AND ABERDARE.**—24 Miles.

Engineer, E. Highton.

| Down Trains.       | mixed | mail  |       | SUNDAYS. |            | Fares         |         |         |               |   |   | Up Trains.        | mail. |       | mixed      |       | SUNDAYS       |         | Fares   |       |   |   |   |  | ON SUNDAYS, and the tickets will be issued at the stations at one half-price for first and second-class carriages, will be charged at half-price. No half-price in third class. |
|--------------------|-------|-------|-------|----------|------------|---------------|---------|---------|---------------|---|---|-------------------|-------|-------|------------|-------|---------------|---------|---------|-------|---|---|---|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |       | mixed | fast  | Mixed    | Mail mixed | From Merthyr. |         |         | From Cardiff. |   |   |                   | mixed | mixed | Mail mixed | Mixed | From Cardiff. |         |         |       |   |   |   |  |                                                                                                                                                                                 |
|                    | a.m.  | p. m. | p. m. | a.m.     | p.m.       | 1 class       | 2 class | 3 class |               |   |   | a.m.              | p. m. | p. m. | a.m.       | p.m.  | 1 class       | 2 class | 3 class |       |   |   |   |  |                                                                                                                                                                                 |
| Merthyr ....       | 9 15  | 1 30  | 5 30  | 9 15     | 2 15       | s. d.         | s. d.   | s. d.   |               |   |   | Cardiff Dock.     | 8 45  | 12 45 | 4 45       | 8 45  | 1 45          | s. d.   | s. d.   | s. d. |   |   |   |  |                                                                                                                                                                                 |
| Troedryhiw .....   | 9 24  | 1 39  | 5 39  | 9 24     | 2 24       | 0             | 6       | 0       | 4             | 0 | 3 | Cardiff .....     | 9 0   | 1 0   | 5 0        | 9 0   | 2 0           |         |         |       |   |   |   |  |                                                                                                                                                                                 |
| Top of Incline ... | 9 45  | 2 0   | 6 0   | 9 45     | 2 45       |               |         |         |               |   |   | Llandaf .....     | 9 9   | 1 10  | 5 10       | 9 9   | 2 9           | 0       | 8       | 0     | 4 | 0 | 3 |  |                                                                                                                                                                                 |
| Aberdare .....     | 9 15  | 1 30  | 5 30  | 9 15     | 2 15       | 2             | 0       | 1       | 6             | 1 | 0 | Penttyrch .....   | 9 15  | 1 20  | 5 20       | 9 15  | 2 15          | 1       | 0       | 0     | 8 | 0 | 6 |  |                                                                                                                                                                                 |
| Mountain Ash ...   | 9 30  | 1 45  | 5 45  | 9 30     | 2 30       | 2             | 6       | 1       | 8             | 1 | 0 | Taff's Well ..... | 9 21  | 1 28  | 5 28       | 9 21  | 2 21          | 1       | 3       | 1     | 0 | 0 | 8 |  |                                                                                                                                                                                 |
| Navigation H. ar.  | 9 45  | 2 0   | 6 0   | 9 45     | 2 45       | 1             | 6       | 1       | 0             | 0 | 8 | Treforest .....   | 9 31  | 1 41  | 5 41       | 9 31  | 2 31          | 2       | 0       | 1     | 6 | 1 | 0 |  |                                                                                                                                                                                 |
| Navigation H. dp   | 9 55  | 2 10  | 6 10  | 9 55     | 2 55       |               |         |         |               |   |   | Newbridge .....   | 9 35  | 1 46  | 5 46       | 9 35  | 2 35          | 2       | 0       | 1     | 6 | 1 | 0 |  |                                                                                                                                                                                 |
| Newbridge .....    | 10 6  | 2 21  | 6 21  | 10 6     | 3 6        | 2             | 0       | 1       | 6             | 1 | 0 | Navigation H. ar. | 9 45  | 2 0   | 6 0        | 9 45  | 2 45          | 2       | 8       | 2     | 0 | 1 | 4 |  |                                                                                                                                                                                 |
| Treforest .....    | 10 11 | 2 26  | 6 26  | 10 11    | 3 11       | 2             | 0       | 1       | 6             | 1 | 0 | Navigation H. dp. | 9 55  | 2 10  | 6 10       | 9 55  | 2 55          |         |         |       |   |   |   |  |                                                                                                                                                                                 |
| Taff's Well .....  | 10 24 | 2 39  | 6 39  | 10 24    | 3 24       | 2             | 9       | 2       | 0             | 1 | 4 | Mountain Ash ...  | 10 10 | 2 25  | 6 25       | 10 10 | 3 10          | 3       | 8       | 2     | 8 | 1 | 8 |  |                                                                                                                                                                                 |
| Penttyrch .....    | 10 33 | 2 48  | 6 48  | 10 33    | 3 33       | 3             | 0       | 2       | 4             | 1 | 6 | Aberdare .....    | 12 25 | 2 40  | 6 40       | 10 25 | 3 25          | 4       | 0       | 3     | 0 | 2 | 0 |  |                                                                                                                                                                                 |
| Llandaf' .....     | 10 43 | 2 58  | 6 58  | 10 43    | 3 43       | 3             | 6       | 2       | 8             | 1 | 9 | Top of Incline .. | 9 51  | 2 10  | 6 10       | 9 51  | 2 55          |         |         |       |   |   |   |  |                                                                                                                                                                                 |
| Cardiff .....      | 10 55 | 3 10  | 7 10  | 10 55    | 3 55       | 4             | 6       | 3       | 0             | 2 | 0 | Troedryhiw .....  | 10 6  | 2 30  | 6 30       | 10 6  | 3 15          | 3       | 6       | 2     | 9 | 1 | 9 |  |                                                                                                                                                                                 |
| Cardiff Dk. ar.    | 11 10 | 3 25  | 7 25  | 11 10    | 4 10       |               |         |         |               |   |   | Merthyr .....     | 10 15 | 2 40  | 6 40       | 10 15 | 3 25          | 4       | 0       | 3     | 0 | 2 | 0 |  |                                                                                                                                                                                 |

ON SUNDAYS, to and fro tickets will be issued at all the stations at one half the usual rate. Children under ten years of age, in the first and second-class carriages, will be charged half price. No half-price in third class.

| Down Trains.          |             |             |       |             |       |             |       |             |             |       | Up Trains.            |             |             |       |             |       |             |       |             |       |       |
|-----------------------|-------------|-------------|-------|-------------|-------|-------------|-------|-------------|-------------|-------|-----------------------|-------------|-------------|-------|-------------|-------|-------------|-------|-------------|-------|-------|
| Edinburgh to Glasgow. |             |             |       |             |       |             |       |             |             |       | Glasgow to Edinburgh. |             |             |       |             |       |             |       |             |       |       |
| DEPART FROM           | 1, 2, 3 & 4 | 1, 2, 3 & 4 | 1 & 2 | 1, 2, 3 & 4 | 1 & 2 | 1, 2, 3 & 4 | 1 & 2 | 1, 2, 3 & 4 | 1, 2, 3 & 4 | 1 & 2 | DEPART FROM           | 1, 2, 3 & 4 | 1, 2, 3 & 4 | 1 & 2 | 1, 2, 3 & 4 | 1 & 2 | 1, 2, 3 & 4 | 1 & 2 | 1, 2, 3 & 4 | 1 & 2 | 1 & 2 |
|                       | a.m.        | a.m.        | a.m.  | a.m.        | p.m.  | p.m.        | p.m.  | p.m.        | p.m.        | p.m.  |                       | a.m.        | a.m.        | a.m.  | a.m.        | p.m.  | p.m.        | p.m.  | p.m.        | p.m.  | p.m.  |
| Edinburgh             | 7 0         | 8 0         | 10 0  | 11 0        | 1 0   | 2 0         | 3 30  | 5 0         | 7 45        | 10 0  | Glasgow               | 7 0         | 8 0         | 10 0  | 11 0        | 1 0   | 2 0         | 3 30  | 5 0         | 7 45  | 10 0  |
| Corstorphine          | ..          | 8 10        | ..    | 11 6        | ..    | 2 10        | ..    | 5 10        | 7 50        | ..    | Bishop-Briggs         | ..          | 8 15        | ..    | 11 0        | ..    | 2 18        | ..    | 5 18        | 7 45  | ..    |
| Gogar                 | ..          | 8 15        | ..    | 11 12       | ..    | 2 15        | ..    | 5 15        | 7 56        | ..    | Kirkintilloch         | ..          | 8 25        | 10 20 | 11 20       | ..    | 2 28        | 3 50  | 5 28        | 7 55  | 10 35 |
| Ratho                 | ..          | 8 25        | ..    | 11 20       | ..    | 2 26        | 3 50  | 5 26        | 8 5         | ..    | Croy                  | 7 28        | ..          | 11 30 | ..          | 2 37  | ..          | 5 37  | 8 5         | ..    | ..    |
| Winchburgh            | 7 30        | ..          | ..    | 11 28       | ..    | 2 38        | ..    | 5 38        | 8 18        | ..    | Castleary             | 7 34        | 8 45        | ..    | 11 40       | 1 30  | 2 50        | 4 10  | 5 50        | 8 15  | 10 55 |
| Linlithgow            | 7 40        | 8 45        | 10 30 | 11 40       | 1 30  | 2 50        | 4 10  | 5 50        | 8 30        | 10 40 | Falkirk               | 7 50        | 9 5         | 10 45 | 11 55       | 1 45  | 3 5         | 4 25  | 6 58        | 9 11  | 5     |
| Polmont               | 7 50        | ..          | ..    | 11 56       | ..    | 3 8         | 4 25  | 6 8         | 8 40        | ..    | Polmont               | 8 5         | 9 15        | ..    | 12 7        | ..    | 3 19        | ..    | 6 19        | 8 40  | ..    |
| Falkirk               | 8 5         | 9 5         | 10 48 | 12 4        | 1 48  | 3 15        | 4 35  | 6 15        | 8 55        | 11 5  | Linlithgow            | 8 20        | 9 25        | 11 0  | 12 16       | 2 0   | 3 34        | 4 45  | 6 33        | 8 50  | 11 30 |
| Castleary             | 8 15        | 9 20        | 11 0  | 12 20       | 2 0   | 3 30        | 4 50  | 6 30        | 9 10        | 11 20 | Winchburgh            | 8 30        | ..          | 12 26 | ..          | 3 43  | 4 55        | 6 48  | ..          | ..    | ..    |
| Croy                  | 8 25        | ..          | ..    | 12 30       | ..    | 3 44        | ..    | 5 44        | 9 20        | ..    | Ratho                 | 8 40        | 9 40        | ..    | 12 37       | ..    | 3 58        | ..    | 6 48        | 9 15  | ..    |
| Kirkintilloch         | 8 35        | 9 35        | ..    | 12 44       | ..    | 4 0         | 5 10  | 7 0         | 9 30        | ..    | Gogar                 | 8 45        | ..          | 12 44 | ..          | 4 9   | ..          | 7 9   | 9 25        | ..    | ..    |
| Bishop-Briggs         | 8 45        | ..          | ..    | ..          | ..    | 4 10        | ..    | 7 10        | ..          | ..    | Corstorphine          | 8 50        | 9 52        | ..    | 1 0         | 4 15  | ..          | 7 15  | 9 35        | ..    | ..    |
| Glasgow               | 9 5         | 10 0        | 11 30 | 1 10        | 2 30  | 4 30        | 5 30  | 7 30        | 10 0        | 12 0  | Edinbro'              | 9 5         | 10 0        | 11 30 | 1 10        | 2 30  | 4 30        | 5 30  | 7 30        | 9 45  | 12 15 |

| Fares from Edinburgh. |       | 1cls  | 2cls  | 3cls  | 4cls  |
|-----------------------|-------|-------|-------|-------|-------|
|                       | s. d. | s. d. | s. d. | s. d. | s. d. |
| Corstorphine          | 0 6   | 0 40  | 2 0   | 2 0   | 2 0   |
| Gogar                 | 0 9   | 0 60  | 4 0   | 2 0   | 2 0   |
| Ratho                 | 1 4   | 0 10  | 7 0   | 4 0   | 2 0   |
| Winchburgh            | 2 0   | 1 60  | 10 0  | 8 0   | 2 0   |
| Linlithgow            | 3 0   | 2 31  | 4 1   | 1 0   | 2 0   |
| Polmont               | 3 9   | 2 91  | 9 1   | 1 2   | 2 0   |
| Falkirk               | 4 6   | 3 32  | 6 0   | 1 4   | 2 0   |
| Castleary             | 5 6   | 4 02  | 6 2   | 2 0   | 2 0   |
| Croy                  | 6 0   | 4 62  | 10 2  | 2 2   | 2 0   |
| Kirkintilloch         | 7 0   | 5 03  | 3 3   | 2 3   | 2 0   |
| Bishop-Briggs         | 7 6   | 5 63  | 6 2   | 2 6   | 2 0   |
| Glasgow               | 8 6   | 6 03  | 10 2  | 2 6   | 2 0   |

| From Glasgow.      |   |    |    |     |   |   |  |
|--------------------|---|----|----|-----|---|---|--|
| Bishop-Briggs..... | 0 | 80 | 60 | 34  | 0 | 2 |  |
| Kirkintilloch..... | 0 | 90 | 60 | 6   | 0 | 3 |  |
| Croy.....          | 2 | 01 | 00 | 113 | 0 | 5 |  |
| Castleary.....     | 2 | 92 | 01 | 34  | 0 | 8 |  |
| Falkirk.....       | 4 | 03 | 01 | 94  | 1 | 2 |  |
| Polmont.....       | 4 | 63 | 32 | 1   | 1 | 6 |  |
| Linlithgow.....    | 5 | 33 | 92 | 54  | 1 | 8 |  |
| Winchburgh.....    | 6 | 34 | 62 | 11  | 2 | 0 |  |
| Ratho.....         | 7 | 05 | 03 | 3   | 2 | 4 |  |
| Gogar.....         | 7 | 65 | 63 | 6   | 2 | 6 |  |
| Corstorphine.....  | 7 | 95 | 93 | 74  | 2 | 6 |  |
| Edinburgh.....     | 8 | 06 | 03 | 10  | 2 | 6 |  |

Fourth class Passengers, by the 8 a.m. trains, can only be booked to intermediate stations.  
Carriages and horses taken on and off at all the stations except Bishop-Briggs, Kirkintilloch, Winchburgh, Gogar, and Corstorphine. No Sunday Trains.

### WISHAW AND COLTNESS.—13 Miles.

Sup., J. M. Mackenzie. Sec., C. A. King, Glasgow.

From Glasgow (St. Rollox Station) to Carlisle and Morningside stations at 7<sup>15</sup> and 11<sup>15</sup> a.m., and 4<sup>15</sup> p.m., calling at Coatbridge, Whitflat, Holytown, Motherwell, Wishaw, Overton, Carlisle, and Morningside stations.

From Morningside to Glasgow, at 9 a.m., 1, and 6 10 p.m., calling at the stations.  
FARES.—From Glasgow to Carlisle and Morningside stations, first class, 2s. 6d., second 1s. 6d. Glasgow to Coatbridge, first class and inside coach, 4s.; second class, 2s. 6d.

A Coach leaves Lanark for the Carlisle station, at 7<sup>15</sup> & 11<sup>15</sup> a.m., and 4 50 p.m.  
An Omnibus leaves Hamilton for Motherwell, at 8 55 a.m., 1 10 and 6 10 p.m.

Fares, first class and Omnibus, 1s. 8d.; second, 1s.  
From Glasgow to Airdrie at 9<sup>15</sup> a.m.; 12<sup>15</sup>, 3<sup>15</sup>, & 6<sup>15</sup> p.m. From Airdrie to Glasgow, at 8<sup>15</sup> and 10<sup>15</sup> a.m. 1<sup>15</sup> & 5 p.m.

### MARYPORT & CARLISLE.—28 Miles.

Sec., G. H. Barnes, Maryport.

Through trains from MARYPORT to CARLISLE, at 7 and 9 55 a.m., 1 17 and 4<sup>15</sup> p.m.—On SUNDAYS at 8<sup>15</sup> a.m. and 6<sup>15</sup> p.m.—From HARRINGTON to CARLISLE, at 9 22 a.m.; 12<sup>15</sup> and 4 p.m.—On SUNDAYS at 8 a.m. & 6 p.m.

From CARLISLE to WIGTON, MARYPORT and HARRINGTON, at 6<sup>15</sup> and 10<sup>15</sup> a.m., 2 40 & 5 35 p.m.  
On SUNDAYS at 8 a.m. and 6 p.m.,  
Short trains from MARYPORT to ARKLEBY, at 5<sup>15</sup>, 7<sup>15</sup>, & 9<sup>15</sup> a.m.; 1<sup>15</sup> & 4 50 p.m. To DEARHAM, 8 and 10 a.m., and 12 noon.

From ARKLEBY to MARYPORT, at 6<sup>15</sup>, and 10 10 a.m., 2<sup>15</sup> and 5 20 p.m.  
From WIGTON to CARLISLE, at 8<sup>15</sup> and 10 40 a.m., 2 20 and 5<sup>15</sup> p.m.—On SUNDAYS, at 9 25 a.m., and 7 25 p.m.

FARES.—Harrington to Carlisle, 7s. 5s. 2d., and 3s.  
From MARYPORT to HARRINGTON, at 8 40 and 11 50 a.m., 4 35 and 7 p.m.—On SUNDAYS at 9<sup>15</sup> a.m. & 7<sup>15</sup> p.m.  
The Coach in connexion with the through trains leaves Whitehaven at 8<sup>15</sup> a.m. 2<sup>15</sup>, and 6<sup>15</sup> p.m. Harrington, at 9<sup>15</sup> a.m., 5 20 and 7<sup>15</sup> p.m.



## RAILWAYS IN SCOTLAND.

### GLASGOW, GARNKIRK, & COATBRIDGE—11 Mls.

Supt., Walter Linn. Sec. and Man., C. A. King, St. Rollox, Glasgow.  
Glasgow to Coatbridge, &c., 7½, 9½, and 11½ a.m.; 1½, 3½, 4½, & 6½ p.m.  
Coatbridge to Glasgow, &c., at 9 and 11 a.m.; 1, 3, 4½, 6, and 7 p.m.  
Extra trains on Mondays from Glasgow, at 6 a.m., returning at 7 a.m.  
From Glasgow to Coatbridge, 1st class, 9d., 2nd 6d.; to Garnkirk, first class, 6d.; second 4d.

Airdrie and Glasgow—Omnibuses leave the Royal Hotel, Airdrie, 15 minutes before the trains start from Coatbridge; and return on the arrival of all the trains from Glasgow.

### DUNDEE AND NEWTYLE.—10½ Miles.

Manager and Secretary, R. Baird, Dundee. Engineer, D. West.  
Dundee to Newtyle at 8 and 11 a.m.; and 3½ p.m.  
Newtyle to Dundee, at the same hours.

Additional trains on Tuesdays and Fridays to and from Dundee and Newtyle, at 2 p.m.

Through Tickets—First class, 1s. 6d.; second, 1s. 3d.; third, 1s.  
From Newtyle to Coupar Angus and Eassie, immediately on the arrival of the trains from Dundee, which is about 9 a.m.; 12 noon and 4½ p.m.

From Coupar Angus to Newtyle and Dundee, 7½ and 10½ a.m.; and 3 p.m.

From Eassie to Newtyle and Dundee, at 7½ and 10½ a.m.; and 2½ p.m.

The hours of running the Omnibus between Coupar Angus and Blairgowrie, may be learned by applying at any of the Company's offices.

Passenger Carriages are run right through between Coupar Angus and Dundee with all the trains, except those at 2 p.m. on Tuesdays and Fridays.

RETURN TICKETS are granted to family parties of not less than Six, on Mondays, Wednesdays, Thursdays, and Saturdays, going from Dundee to Newtyle and returning on the same day, for ONE ORDINARY FARE; and the same from Newtyle to Dundee, and returning on the same day.

### WILSONTOWN, MORNINGSIDE, & COLTNESS.

Secretary, James Mitchell.—Res. Engineer, J. R. Forman.

From St. Rollox Station Glasgow to Longridge at 7½ and 11½ a.m., & 4½ p.m.—From Longridge to Glasgow at 8 10 a.m., 12 10 & 5 10 p.m. calling at Morningside, Davies Dyke, Headless Cross, and Crofthead stations. No Sunday trains.

FARES—between Glasgow and Longridge, first class, 3s. 6d., second, 2s. 2d.  
\* A Coach in connexion with these trains between Longridge and Edinburgh, via East, Mid., and West Calder, leaving Croall's office, Edinburgh, at a.m.; and Longridge, at p.m. FARES—inside 4s., outside 2s. 6d.

### ARBROATH AND FORFAR—15½ Miles.

Sec. J. Macdonald, Arbroath. Manager and Super., Alexander Allen.  
From Forfar to Arbroath, 7 and 10½ a.m.; 1½, and 4½ p.m.  
From Arbroath to Forfar, 9 a.m.; 12 10, 3½, and 5½ p.m.  
FARES—First class, 2s. 3d.; second class, 1s. 9d.; third, 1s. 3d.

### GLASGOW, PAISLEY, & GREENOCK—22½ Mls.

Managing Director, Jas. Tasker, Greenock. Supt., Alex. Ross.  
From Glasgow, at 9 and \*11 a.m.; \*1, \*3, \*5, and 6 p.m.  
From Greenock, at 9½, and \*10½ a.m.; \*12½, 3½, \*4½, and 6½ p.m.  
No trains on Sunday.

FARES—Between Glasgow and Greenock, third class, without seats, 1s.; second class, with seats, 1s. 6d.; first class, 2s. 6d.

\* These trains stop at the Houston and Bishopton stations when required.

Light Goods trains, with third class passengers from Glasgow at 8 a.m., & 4 p.m.; from Greenock, at 18½ a.m., & 3 40 p.m.; fare 6d.  
From Glasgow to Paisley, at 7½, 8, 8½, 9, 10½, 11, & 11½ a.m.; 12 noon, 1, 1½, 2½, 3, 4, 4½, 5, 5½, 6, 6½, and 8½ p.m.

From Paisley to Glasgow, at 9½, 9 20, 9 40, 10, 11 & 11 45 a.m., 12 40, 1, 2, 2½, 3 40, 4, 4½, 5, 6 15, 7, 7½ & 9 p.m.

FARES—first class 1s., second 9d., third 6d.

† Composite Carriages attached to these trains.

### PAISLEY AND RENFREW.

From Paisley to Renfrew, hourly, from 7 10 a.m. until 8 10 p.m.

From Renfrew to Paisley, hourly, from 8½ a.m. until 9½ p.m.

FARES.—First class, 6d.; second class, 4d.

### DUNDEE AND ARBROATH.—16½ Miles.

Secs., Shiell & Small, Dundee. Engrs., Grainger & Millar. Supndt., Geo. Pattullo

From Dundee, 7½, and 10½ a.m. mail; 1½, 4½, and 6½ p.m.; (9½ p.m. to Broughty Ferry only.)

From Arbroath, 8½ and 10½ a.m. mail; 1½, 4½, and 6½ p.m. (9½ p.m. from Broughty Ferry.)

FARES—by mail trains, 3s.—2s. 6d.—2s.; by ordinary trains, 2s. 6d.—2s.—1s. 6d.

The Trains will stop at Deyhouse on Tuesdays and Fridays twice. The Mail trains will stop at all the stations when required.

### EDINBURGH, LEITH, AND GRANTON.

From Scotland-street station to Trinity, at 9, 9½, 10, and 10½ a.m.; 6, 6½, 7, 7½, 8, 8½, and 9 p.m.; and every quarter of an hour from 10½ a.m. until 6 p.m., in connexion with the ferry boats to and from the Chain and Newhaven Piers.

TO GRANTON—Coaches leave Leith and Granton at the above hours, the latter taking up and setting down passengers at Trinity and intermediate stations.  
FARES—To and from Trinity and Granton, 3d.; from Trinity to Granton 1d.

# GLASGOW, PAISLEY, KILMARNOCK, AND AYR.—51 Miles.

Sec., J. F. Smith, Bridge-st., Glasgow.

Manager Wm. Johnstone.

| FROM GLASGOW.       | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1 & 2 | 1 & 2 | 1,2,3 | 1,2,3 | 1,2,3 | Fares from Glasgow. |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------------------|
|                     | a.m.  | a.m.  | a.m.  | a.m.  | p.m.  | p.m.  | p.m.  | p.m.  | p.m.  | 1 cl. 2 cl. 3 cl.   |
| GLASGOW ..dep..     | *7½   | *8½   | *10½  | *11½  | *12½  | *2½   | *4½   | *5½   | *6½   | s. d. s. d. s. d.   |
| Paisley .....       | 7 45  | 8 45  | 10 45 | 11 45 | 1 45  | 2 45  | 4 45  | 5 45  | 6 45  | 1 0 0 9 0 6         |
| Johnstone .....     | 7 55  | 8 55  | 10 55 | ..    | ..    | 2 50  | 4 55  | 5 55  | 6 55  | 1 6 1 0 0 8         |
| Cochrane Mill ..... | ..    | ..    | ..    | ..    | ..    | ..    | ..    | 6 0   | ..    | 1 6 1 0 0 8         |
| Lochwinnoch .....   | 8 10  | 9 5   | ..    | 12 0  | 2 0   | ..    | 5 5   | 6 5   | 7 10  | 2 6 1 8 1 3         |
| Beith .....         | 8 16  | 9 16  | ..    | ..    | 2 5   | ..    | 5 15  | 6 15  | 7 16  | 2 9 2 0 1 4         |
| Kilbirnie .....     | 8 20  | 9 15  | 11 15 | ..    | ..    | 3 10  | ..    | 6 15  | 7 20  | 3 0 2 2 1 6         |
| Dalry .....         | 8 25  | 9 20  | 11 20 | 12 14 | 2 20  | 3 14  | 5 25  | 6 20  | ..    | 3 6 2 3 1 9         |
| STEWARTON .....     | ..    | 9 55  | ..    | 12 23 | ..    | ..    | ..    | 6 35  | ..    | 3 6 2 3 1 9         |
| Kilwinning .....    | 8 35  | ..    | 11 25 | ..    | 2 25  | ..    | 5 35  | ..    | 7 35  | 4 0 2 9 2 0         |
| Irvine .....        | 8 45  | ..    | 11 30 | ..    | 2 30  | ..    | 5 45  | ..    | 7 45  | 4 6 3 0 2 3         |
| Troon .....         | 9 0   | ..    | 11 40 | ..    | ..    | ..    | 5 55  | ..    | 8 0   | 5 0 3 6 2 6         |
| Monkton .....       | 9 5   | ..    | ..    | ..    | 2 45  | ..    | 6 0   | ..    | ..    | 5 6 3 9 2 9         |
| Prestwick .....     | ..    | ..    | ..    | ..    | ..    | ..    | ..    | 8 10  | ..    | 5 6 3 9 2 9         |
| AYR .....           | 9 15  | ..    | 12 0  | ..    | 3 0   | ..    | 6 10  | 8 15  | ..    | 6 0 4 0 3 0         |
| KILMARNOCK .....    | ..    | 9 45  | ..    | 12 30 | ..    | 3 30  | ..    | 6 45  | ..    | 4 0 3 0 2 0         |

| FROM AYR.         | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | 1 & 2 | 1 & 2 | 1 & 2 | 1,2,3 | 1,2,3 | Fares from Ayr. |       |       |
|-------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----------------|-------|-------|
|                   | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | p.m.  | p.m.  | p.m.  | p.m.  | 1 cl.           | 2 cl. | 3 cl. |
| AYR departure     | 8     | 8½    | 10½   | 11    | 11½   | 2     | 2½    | 5     | 5½    | s. d.           | s. d. | s. d. |
| Prestwick .....   | 8 5   | ..    | 10 35 | ..    | ..    | ..    | ..    | 5 5   | ..    | 0 8             | 0 6   | 0 4   |
| Monkton .....     | 8 10  | 8 25  | ..    | ..    | ..    | ..    | 2 38  | 5 10  | 5 40  | 0 8             | 0 6   | 0 4   |
| Troon .....       | 8 15  | 8 30  | ..    | 11 10 | 11 40 | 2 10  | 2 44  | 5 15  | 5 48  | 1 0             | 0 9   | 0 6   |
| Gatehead .....    | 8 30  | ..    | ..    | 11 30 | ..    | 2 30  | ..    | 5 30  | ..    | 1 9             | 1 3   | 0 10  |
| Irvine .....      | 8 40  | 8 40  | 10 50 | 11 50 | 11 50 | 2 55  | 2 55  | 6 0   | 6 0   | 1 6             | 1 0   | 0 9   |
| Kilwinning .....  | 8 45  | 8 45  | ..    | 11 55 | 11 55 | 3 0   | 3 0   | 6 5   | 6 10  | 2 0             | 1 6   | 1 0   |
| Dalry .....       | ..    | 8 55  | 11 10 | ..    | 12 0  | ..    | 3 5   | ..    | 6 15  | 2 6             | 1 9   | 1 3   |
| STEWARTN.         | ..    | 9 35  | ..    | ..    | 12 23 | ..    | ..    | ..    | 6 35  | 2 6             | 1 9   | 1 3   |
| Kilbirnie .....   | ..    | 9 0   | ..    | ..    | 12 10 | ..    | ..    | ..    | 6 25  | 3 0             | 2 0   | 1 6   |
| Beith .....       | ..    | 9 10  | 11 23 | ..    | ..    | ..    | 3 15  | ..    | 6 35  | 3 6             | 2 3   | 1 9   |
| Lochwinnoch ..... | ..    | 9 15  | 11 25 | ..    | ..    | ..    | 3 20  | ..    | 6 40  | 3 6             | 2 3   | 1 9   |
| Johnstone ..      | ..    | 9 30  | ..    | ..    | 12 30 | ..    | ..    | ..    | 7 0   | 4 6             | 3 0   | 2 3   |
| Paisley .....     | ..    | 9 40  | 11 45 | ..    | 12 40 | ..    | 3 40  | ..    | 7 15  | 5 0             | 3 3   | 2 6   |
| GLASGOWar.        | ..    | 10 0  | 12 0  | ..    | 1 0   | ..    | 4 0   | ..    | 7 30  | 6 0             | 4 0   | 3 0   |
| KILMARNOK         | 8 40  | ..    | ..    | 11 35 | ..    | 2 35  | ..    | 5 40  | ..    | 2 0             | 1 4   | 1 0   |

| FROM KILMARNOCK.    | 1,2,3 | 1,2,3 | 1 & 2 | 1,2,3 | Fares from Kilmarnock |
|---------------------|-------|-------|-------|-------|-----------------------|
|                     | a.m.  | a.m.  | p.m.  | p.m.  | 1 cl. 2 cl. 3 cl.     |
| KILMARNOCK .....    | 8     | 11    | 2     | 5     | s. d. s. d. s. d.     |
| STEWARTON .....     | 8 5   | 11 4  | ..    | 5 5   | 0 8 0 6 0 4           |
| Dalry .....         | 8 20  | 11 15 | 2 15  | 5 20  | 1 6 1 0 0 9           |
| Kilwinning .....    | 8 35  | 11 25 | 2 25  | 5 35  | 1 6 1 3 0 9           |
| Irvine .....        | 8 45  | 11 30 | 2 30  | 5 45  | 1 6 1 0 0 9           |
| Kilbirnie .....     | 8 25  | ..    | 2 20  | 5 25  | 2 0 1 6 1 0           |
| Beith .....         | 8 33  | 11 23 | ..    | 5 33  | 2 6 1 9 1 3           |
| Lochwinnoch .....   | 8 40  | 11 28 | ..    | 5 40  | 3 0 2 0 1 6           |
| Cochrane Mill ..... | 8 50  | ..    | ..    | ..    | 3 6 2 3 1 9           |
| Johnstone .....     | 9 0   | ..    | 2 38  | 6 0   | 3 6 2 3 1 9           |
| Paisley .....       | 9 15  | 11 45 | 2 45  | 6 15  | 3 9 2 9 1 10          |
| GLASGOW .....       | 9 30  | 12 0  | 3 0   | 6 30  | 4 0 3 0 2 0           |

| FROM KILMARNOCK TO AYR. | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 | Fares from Kilmarnock |
|-------------------------|-------|-------|-------|-------|-----------------------|
|                         | a.m.  | p.m.  | p.m.  | p.m.  | 1 cl. 2 cl. 3 cl.     |
| KILMARNOCK .....        | 9 30  | 12 30 | 3 30  | 6 30  | s. d. s. d. s. d.     |
| Gatehead .....          | 9 35  | 12 35 | 3 35  | 6 35  | 0 6 0 4 0 3           |
| Troon .....             | 9 55  | 12 55 | 3 55  | 6 55  | 1 6 1 0 0 9           |
| Monkton .....           | 10 0  | ..    | ..    | 7 0   | 1 6 1 0 0 9           |
| Prestwick .....         | 10 5  | ..    | ..    | 7 5   | 2 0 1 4 1 0           |
| AYR .....               | 10 10 | 1 5   | 4 5   | 7 10  | 2 0 1 4 1 0           |

\* In connexion with trains to Ardrossan. All the trains have Third Class Carriages between Glasgow and Johnstone.

From Ardrossan at 8½ and 11½ a.m., 2½ and 5½ p.m., meeting trains at Kilwinning to and from Ayr, &c.

\* Train marked † runs to Ardrossan on Mondays, Wednesdays, and Fridays.



Thos. Pearson, Manager.

## North British.—BERWICK, EDINBURGH, &amp; NEWCASTLE.

| Miles. | STATIONS.              | Week Days.      |        |       |       | Sundays |       | FARES. |       |       |
|--------|------------------------|-----------------|--------|-------|-------|---------|-------|--------|-------|-------|
|        |                        | 1               | 2      | 3     | 4     | 5       | 6     | 1st    | 2nd   | 3rd   |
|        |                        | MAIL            |        | MAIL  |       |         |       | s. d.  | s. d. | s. d. |
|        | <b>Edinburgh</b> ..... | a. m.           | a. m.  | a. m. | p. m. | a. m.   | p. m. | s. d.  | s. d. | s. d. |
| 3      | Portobello .....       | 5 0             | 8 15   | 11 30 | 5 0   | 8 0     | 5 0   | 0 6    | 0 4   | 0 3   |
| 6½     | Musselburgh .....      | ..              | 8 22   | 11 37 | 5 7   | 8 7     | 5 7   | 0 10   | 0 8   | 0 6   |
| 10     | Tranent .....          | ..              | 8 31   | 11 46 | 5 16  | 8 16    | 5 16  | 1 9    | 1 4   | 0 10  |
| 13½    | Longniddry .....       | ..              | 8 41   | 12 56 | 5 26  | 8 26    | 5 26  | 2 3    | 1 9   | 1 0   |
| 15½    | Ballencreeff .....     | ..              | 8 49   | 12 4  | 5 34  | 8 34    | 5 34  | 2 10   | 2 0   | 1 3   |
| 17½    | Drem .....             | ..              | 8 54   | ..    | 5 39  | 8 39    | 5 39  | 3 0    | 2 3   | 1 4   |
| 23½    | Linton .....           | 6 0             | 9 14   | 12 30 | 5 59  | 8 59    | 5 59  | 4 0    | 3 0   | 1 10  |
| 29     | <b>Dunbar</b> .....    | 6 15            | 9 33   | 12 45 | 6 18  | 9 18    | 6 18  | 5 0    | 3 9   | 2 4   |
| 37     | Cockburnspath .....    | 6 35            | 9 48   | 1 5   | 6 33  | 9 33    | 6 33  | 6 4    | 4 9   | 3 0   |
| 41½    | Grant's House .....    | 6 50            | 10 5   | ..    | 6 50  | 9 50    | 6 50  | 7 0    | 5 3   | 3 4   |
| 46½    | Reston .....           | 7 5             | 10 23  | 1 32  | 7 8   | 10 8    | 7 8   | 7 9    | 5 9   | 3 10  |
| 50½    | Ayton .....            | 7 15            | 10 35  | 1 42  | 7 20  | 10 20   | 7 20  | 8 6    | 6 3   | 4 2   |
| 58     | <b>Berwick</b> .....   | arrival 7 35    | 10 55  | 2 0   | 7 40  | 10 40   | 7 40  | 10 7   | 7 6   | 4 10  |
| —      | <b>Newcastle</b> ..... | dep. about 11 0 | 2 30   | ..    | ..    | ..      | ..    | ..     | ..    | ..    |
|        |                        | arrival 3 p. 35 | 6 p. 0 | 10 0  | ..    | ..      | ..    | ..     | ..    | ..    |

| Miles. | STATIONS.              | Week Days.   |       |         |         | Sundays |       | FARES.       |       |       |
|--------|------------------------|--------------|-------|---------|---------|---------|-------|--------------|-------|-------|
|        |                        | 1            | 2     | 3       | 4       | 5       | 6     | 1st          | 2nd   | 3rd   |
|        |                        | MAIL         |       | MAIL    |         | MAIL    |       | from Berwick |       |       |
|        | <b>Newcastle</b> ..... | p. m.        | a. m. | a. m.   | a. m.   | a. m.   | p. m. | s. d.        | s. d. | s. d. |
| 7½     | <b>Berwick</b> .....   | 11 20        | ..    | 8 0     | 10 15   | ..      | ..    | ..           | ..    | ..    |
| 11½    | Ayton .....            | 6 a. 9       | ..    | 3 p. 20 | 4 p. 50 | ..      | ..    | ..           | ..    | ..    |
| 16½    | Reston .....           | 6 25         | 10 15 | 3 30    | 5 39    | 6 29    | 5 39  | 1 3          | 0 10  | 0 6   |
| 21     | Grant's House .....    | 6 45         | 10 33 | 3 48    | 5 25    | 6 43    | 5 25  | 2 0          | 1 4   | 0 10  |
| 29     | Cockburnspath .....    | 6 55         | 10 45 | 4 0     | 5 35    | 6 55    | 5 35  | 2 2          | 2 0   | 1 4   |
| 34½    | <b>Dunbar</b> .....    | ..           | 11 2  | 4 17    | ..      | ..      | 5 48  | 2 9          | 2 0   | 1 4   |
| 40½    | Linton .....           | 7 20         | 11 20 | 4 34    | 6 0     | 7 20    | 6 0   | 3 6          | 2 8   | 1 9   |
| 42½    | Drem .....             | 7 40         | 11 40 | 4 54    | 6 20    | 7 40    | 6 20  | 5 0          | 3 9   | 2 4   |
| 46½    | Ballencreeff .....     | 7 54         | 11 54 | 5 8     | 6 34    | 7 54    | 6 34  | 5 9          | 4 3   | 2 10  |
| 41½    | Longniddry .....       | 8 9          | 12 9  | 5 23    | 6 49    | 8 9     | 6 49  | 6 9          | 5 0   | 3 4   |
| 47½    | Tranent .....          | 8 14         | ..    | 5 27    | ..      | 8 14    | ..    | 7 0          | 5 3   | 3 6   |
| 55     | Musselburgh .....      | 8 19         | 12 16 | 5 31    | 6 59    | 8 19    | 6 59  | 7 6          | 5 6   | 3 8   |
| 55½    | Portobello .....       | 8 27         | 12 25 | 5 39    | 7 7     | 8 27    | 7 7   | 8 0          | 6 0   | 3 10  |
| 58     | <b>Edinburgh</b> ..... | ..           | 12 34 | 5 49    | ..      | 8 37    | 7 17  | 9 0          | 6 9   | 4 3   |
|        |                        | ..           | 12 48 | 6 3     | ..      | 8 46    | 7 26  | 9 3          | 7 0   | 4 6   |
|        |                        | arrival 8 53 | 12 57 | 6 12    | 7 38    | 8 53    | 7 38  | 10 0         | 7 6   | 4 10  |

The initials a and p in the above table stand for a.m. and p.m.

**EDINBURGH AND DALKEITH.**  
 From Edinburgh to Dalkeith, Fisherrow & South Esk at 8½ & 10½ a.m.; 12½, 4, 6½, & 7½ p.m. From Dalkeith to Edinburgh, at 8 40 & 10 40 a.m.; 12 40, 4 10, 6 40, & 7 40 p.m.

From Fisherrow to Edinburgh, at 9 & 11 a.m.; 1, 4½, 7 & 8 p.m.  
 Fares between Edinburgh and Dalkeith, 6d.; to Leith, Portobello, Niddry, or Fisherrow, 4d.

CHILDREN between ten and fourteen years of age, charged half fare; under ten free, if with a passenger paying full fare; but only one child to each passenger.

**Edinburgh to Haddington**, 8½, 9½, and 11½ a.m.; 5, and 7 p.m.  
 ON SUNDAYS, 8 a.m. and 5 p.m.  
**Haddington to Edinburgh**, 7 50, 9 40, and 11 45 a.m.; 5 15, and 6 45 p.m.  
 ON SUNDAYS, 8 a.m. and 6 45 p.m.

**Haddington to Berwick**, 8 25 and 11 45 a.m., and 5½ p.m.  
 ON SUNDAYS, 8 a.m. and 5½ p.m.

\* Trains marked thus [\*] run to Haddington.

Passengers to and from Haddington will have to change carriages at Longniddry by all the above trains, excepting those from Haddington at 7 50 & 9 40 a.m., and from Edinburgh at 9½ a.m., and 7 p.m.

## IRELAND.—DUBLIN &amp; DROGHEDA. Sec. J. P. Culverwell, Dublin.

| Miles. | DOWN<br>TRAINS.         | a.m.  | a.m. | a.m.  | quick<br>1 & 2<br>class. | a.m.  | p.m. | p.m.             | p.m. | p.m.  | p.m. | p.m.  | p.m. | p.m.  | p.m.  |
|--------|-------------------------|-------|------|-------|--------------------------|-------|------|------------------|------|-------|------|-------|------|-------|-------|
|        |                         | Mixed |      | Mail. |                          |       |      | quick<br>1, 2, 3 |      | Mixed |      | Mail. |      |       |       |
|        | <b>Dublin</b> .. leaves | 7 30  | 8 0  | 9 0   | 11 0                     | 11 30 | 1 15 | 3 30             | 3 45 | 5 0   | 5 20 | 8 15  | 8 30 | 10 0  | 10 0  |
| 1 1/2  | Clontarf. arrival       | 7 35  | 8 5  | ..    | ..                       | 11 35 | 1 20 | ..               | 3 50 | 5 5   | 5 25 | ..    | 8 35 | 10 5  | 10 5  |
| 3 1/2  | Killester .....         | ..    | 8 9  | ..    | ..                       | 11 39 | 1 25 | ..               | 3 54 | 5 10  | 5 29 | ..    | 8 39 | 10 10 | 10 10 |
| 3 1/2  | Raheny .....            | 7 47  | 8 14 | ..    | ..                       | 11 44 | 1 31 | ..               | 3 59 | 5 16  | 5 34 | ..    | 8 44 | 10 16 | 10 16 |
| 5 1/2  | Junction .....          | 7 51  | 8 18 | ..    | 11 12                    | 11 48 | 1 35 | 3 42             | 4 3  | 5 20  | 5 38 | ..    | 8 48 | 10 20 | 10 20 |
| 5 1/2  | Baldyle & Sutton        | ..    | 8 24 | ..    | ..                       | 11 54 | ..   | ..               | 4 9  | ..    | 5 44 | ..    | 8 54 | ..    | ..    |
| 6 1/2  | <b>Howth</b> .....      | ..    | 8 30 | ..    | ..                       | 12 0  | ..   | ..               | 4 15 | ..    | 5 50 | ..    | 9 0  | ..    | ..    |
| 6 1/2  | Portmarnock .....       | 7 58  | ..   | ..    | ..                       | ..    | 1 42 | ..               | ..   | 5 27  | ..   | ..    | ..   | 10 27 | 10 27 |
| 9      | <b>Malahide</b> .....   | 8 7   | ..   | 9 20  | 11 23                    | ..    | 1 50 | 3 53             | ..   | 5 36  | ..   | 8 35  | ..   | 10 36 | 10 36 |
| 11 1/2 | Donabate .....          | 8 15  | ..   | ..    | 11 30                    | ..    | ..   | 4 0              | ..   | 5 44  | ..   | ..    | ..   | ..    | ..    |
| 14     | Rush, Lusk .....        | 8 25  | ..   | ..    | 11 37                    | ..    | ..   | 4 7              | ..   | 5 54  | ..   | ..    | ..   | ..    | ..    |
| 16     | Baldungan .....         | 8 34  | ..   | ..    | ..                       | ..    | ..   | ..               | ..   | 6 3   | ..   | ..    | ..   | ..    | ..    |
| 17 1/2 | Skeries .....           | 8 41  | ..   | ..    | 11 51                    | ..    | ..   | 4 21             | ..   | 6 10  | ..   | ..    | ..   | ..    | ..    |
| 21 1/2 | <b>Balbriggan</b> ..... | 8 53  | ..   | 9 47  | 12 1                     | ..    | ..   | 4 31             | ..   | 6 22  | ..   | 9 2   | ..   | ..    | ..    |
| 24     | Gormanston .....        | 9 1   | ..   | ..    | 12 9                     | ..    | ..   | 4 39             | ..   | 6 30  | ..   | ..    | ..   | ..    | ..    |
| 27     | Laytown .....           | 9 13  | ..   | ..    | 12 19                    | ..    | ..   | 4 49             | ..   | 6 43  | ..   | ..    | ..   | ..    | ..    |
| 28 1/2 | Bettystown .....        | 9 20  | ..   | ..    | 12 24                    | ..    | ..   | 4 54             | ..   | 6 50  | ..   | ..    | ..   | ..    | ..    |
| 31 1/2 | <b>Drogheda</b> .....   | 9 30  | ..   | 10 10 | 12 33                    | ..    | ..   | 5 3              | ..   | 7 0   | ..   | 9 25  | ..   | ..    | ..    |

| Miles. | UP<br>TRAINS.           | a.m.  | a.m.  | a.m. | a.m.             | p.m.  | p.m. | p.m.  | p.m. | p.m.           | p.m. | p.m.  | p.m. | p.m.  | p.m.  |
|--------|-------------------------|-------|-------|------|------------------|-------|------|-------|------|----------------|------|-------|------|-------|-------|
|        |                         | Mail. | Mixed |      | 1, 2, 3<br>quick |       |      | Mail. |      | 1 & 2<br>quick |      | Mixed |      |       |       |
| 3      | <b>Drogheda</b> levs.   | 3 5   | 8 0   | ..   | 11 0             | ..    | ..   | 3 30  | ..   | 5 0            | ..   | 8 0   | ..   | ..    | ..    |
| 4 1/2  | Bettystown .....        | ..    | 8 9   | ..   | 11 9             | ..    | ..   | ..    | ..   | ..             | ..   | 8 9   | ..   | ..    | ..    |
| 7 1/2  | Laytown .....           | ..    | 8 15  | ..   | 11 13            | ..    | ..   | ..    | ..   | 5 12           | ..   | 8 15  | ..   | ..    | ..    |
| 10     | Gormanston .....        | ..    | 8 27  | ..   | 11 23            | ..    | ..   | ..    | ..   | 5 22           | ..   | 8 27  | ..   | ..    | ..    |
| 14     | <b>Balbriggan</b> ..... | 3 25  | 8 36  | ..   | 11 31            | ..    | ..   | 3 48  | ..   | 5 30           | ..   | 8 36  | ..   | ..    | ..    |
| 15 1/2 | Skeries .....           | ..    | 8 47  | ..   | 11 41            | ..    | ..   | ..    | ..   | 5 40           | ..   | 8 47  | ..   | ..    | ..    |
| 17 1/2 | Baldungan .....         | ..    | 8 57  | ..   | ..               | ..    | ..   | ..    | ..   | ..             | ..   | 8 57  | ..   | ..    | ..    |
| 17 1/2 | Rush, Lusk .....        | ..    | 9 3   | ..   | 11 55            | ..    | ..   | ..    | ..   | 5 54           | ..   | 9 3   | ..   | ..    | ..    |
| 20 1/2 | Donabate .....          | ..    | 9 13  | ..   | 12 1             | ..    | ..   | ..    | ..   | 6 0            | ..   | 9 13  | ..   | ..    | ..    |
| 22 1/2 | <b>Malahide</b> .....   | 3 55  | 9 21  | ..   | 12 7             | ..    | 2 45 | 4 16  | ..   | 6 7            | ..   | 9 21  | ..   | 10 45 | 10 45 |
| 25     | Portmarnock .....       | ..    | 9 30  | ..   | 12 14            | ..    | 2 53 | ..    | ..   | ..             | ..   | 9 30  | ..   | 10 53 | 10 53 |
| 26 1/2 | <b>Howth</b> .....      | ..    | ..    | 9 5  | ..               | 12 30 | ..   | ..    | 4 40 | ..             | 6 20 | ..    | 9 15 | ..    | ..    |
| 26 1/2 | Baldyle & Sutton        | ..    | ..    | 9 10 | ..               | 12 35 | ..   | ..    | 4 45 | ..             | 6 25 | ..    | 9 20 | ..    | ..    |
| 28     | Junction .....          | ..    | 9 39  | 9 16 | 12 20            | 12 41 | 3 1  | ..    | 4 51 | 6 21           | 6 31 | 9 39  | 9 26 | 11 1  | 11 1  |
| 28     | Raheny .....            | ..    | 9 46  | 9 22 | ..               | 12 47 | 3 7  | ..    | 4 57 | ..             | 6 37 | 9 46  | 9 32 | 11 7  | 11 7  |
| 30 1/2 | Killester .....         | ..    | 9 52  | 9 27 | ..               | 12 52 | 3 12 | ..    | 5 2  | ..             | 6 42 | 9 52  | 9 37 | 11 12 | 11 12 |
| 30 1/2 | Clontarf .....          | ..    | 9 55  | 9 30 | ..               | 12 55 | 3 15 | ..    | 5 5  | ..             | 6 45 | 9 55  | 9 40 | 11 15 | 11 15 |
| 31 1/2 | <b>Dublin</b> .....     | 4 15  | 10 0  | 9 35 | 12 35            | 1 0   | 3 20 | 4 35  | 5 10 | 6 35           | 6 50 | 10 0  | 9 45 | 11 20 | 11 20 |

**On Sundays**, from Dublin; to Drogheda, at 9 and 11 a.m.; 3 and 8 p.m.; to Malahide, at 8 1/2 and 10 p.m.; to Howth, 10 1/2 a.m., 2 1/2 and 8 1/2 p.m. Malahide, at 6 and 10 1/2 p.m.; from Drogheda, at 3 1/2, 5, and 9 1/2 a.m.; 3 1/2 and 7 1/2 p.m.; from Malahide, at 6 and 10 1/2 p.m.; from Howth, at 11 10 a.m., 4 40 and 9 1/2 p.m.

**Fares** by mail trains for the whole distance, first class, 5s.; second, 4s.; by quick trains, 4s.—3s. 6d.; by ordinary trains, 3s. 6d.—3s. 1s. 6d.

**Return Tickets** on Sundays, enabling parties to travel over the whole line and to get out at intermediate stations, returning the same day, first class, 5s.; second, 4s.; third, 2s. 6d.

\* Trains thus marked stop at Dummurry.

**BELFAST TO PORTADOWN.**

From Belfast to Portadown. 8 and 10\* in the morning, 12\*, 2, 4 1/2\*, & 6 1/2\* in the afternoon. From Portadown to Belfast. 8 10\*, and 10 10\* a.m.; 12 10\*, 4 40\*, and 6 40\* p.m. ON SUNDAYS, from Belfast, 9\* a.m., 3\*, and 6\* p.m.; from Portadown, 9 10\* a.m., 3 10\*, and 6 10\* p.m.

**FARES.**—From Belfast to Lisburn rd., 6d.; 4d.; to Moira, 1s. 6d.; to Lurgan, 2s., 1s. 6d., 1s.; to Portadown, 2s. 6d., 2s., 1s. 4d.



# Great Southern and Western Railway.—DUBLIN AND CARLOW.

W. Taylor, Sec. Sir J Macneill, Engrn. in Chief. T. Brierley, Treasurer. J. Dewrance, Loc. Sup. J. W. Elwin, Traffic Sup.

## DOWN TRAINS FROM DUBLIN.

| Miles<br>From Dublin. | STATIONS.           | Daily Trains,<br>(INCLUDING SUNDAYS.) |                          |                   |                             |                 | Fares<br>From Dublin. |        |        |
|-----------------------|---------------------|---------------------------------------|--------------------------|-------------------|-----------------------------|-----------------|-----------------------|--------|--------|
|                       |                     | 8                                     | 11                       | 4                 | 4½                          | 8½              | 1st                   | 2nd    | 3rd    |
|                       |                     | 1, 2, 3<br>class.                     | 1 & 2<br>class.<br>Mail. | 1, 2, 3<br>class. | 3rd<br>class.<br>gds. Mail. | 1 & 2<br>class. | class.                | class. | class. |
|                       |                     | a.m.                                  | a.m.                     | p.m.              | p.m.                        | s. d.           | s. d.                 | s. d.  | s. d.  |
| —                     | <b>Dublin</b> ..... | 8 0                                   | 11 0                     | 4 0               | 4 30                        | 8 30            | ..                    | ..     | ..     |
| 4½                    | Clondalkin .. arr.  | 8 12                                  | 11 12                    | 4 12              | ..                          | 8 42            | 9 0                   | 6 0    | 4 4½   |
| 6½                    | Lucan .....         | 8 23                                  | 11 23                    | 4 23              | ..                          | 8 53            | 1 0                   | 9 0    | 6 11   |
| 10                    | Hazleghch & Celbrdg | 8 36                                  | 11 36                    | 4 36              | 5 27                        | 9 6             | 1 0                   | 9 0    | 6 11   |
| 18                    | Sallins .... "      | 9 0                                   | 12 0                     | 5 0               | 6 0                         | 9 30            | 2 62                  | 0 1    | 2 31   |
| 25½                   | Newbridge .... "    | 9 24                                  | 12 24                    | 5 24              | 6 30                        | 9 54            | 4 02                  | 6 1    | 8 38   |
| 30                    | Kildare .... "      | 9 41                                  | 12 41                    | 5 41              | 6 52                        | 10 11           | 4 63                  | 0 11   | 4 6    |
| 45½                   | Athy .... "         | 10 10                                 | 1 16                     | 6 10              | 7 41                        | 10 40           | 6 5                   | 0 2    | 10 49  |
| 52                    | Mageney .... "      | 10 29                                 | 1 29                     | 6 29              | ..                          | 10 59           | 7 65                  | 6 3    | 3 52   |
| 56½                   | Carlow about ..     | 10 45                                 | 1 45                     | 6 45              | 8 30                        | 11 15           | 8 66                  | 0 3    | 6 50½  |

## UP TRAINS TO DUBLIN.

| Miles<br>From Carlow. | STATIONS.           | Daily Trains,<br>(INCLUDING SUNDAYS.) |                             |                          |                   |                          | Fares<br>From Carlow. |        |        |
|-----------------------|---------------------|---------------------------------------|-----------------------------|--------------------------|-------------------|--------------------------|-----------------------|--------|--------|
|                       |                     | 8                                     | 9                           | 12 10                    | 5                 | 12 46                    | 1st                   | 2nd    | 3rd    |
|                       |                     | 1, 2, 3<br>class.                     | 3rd<br>class.<br>gds. Mail. | 1 & 2<br>class.<br>Mail. | 1, 2, 3<br>class. | 1 & 2<br>class.<br>Mail. | class.                | class. | class. |
|                       |                     | a.m.                                  | a.m.                        | noon.                    | p.m.              | night                    | s. d.                 | s. d.  | s. d.  |
| —                     | <b>Carlow</b> ..... | 8 0                                   | 9 0                         | 12 10                    | 5 0               | 12 46                    | ..                    | ..     | ..     |
| 4½                    | Mageney..... arr.   | 8 13                                  | ..                          | 12 23                    | 5 13              | ..                       | 9 0                   | 6 0    | 4 4½   |
| 6½                    | Athy .....          | 8 35                                  | 9 50                        | 12 46                    | 5 35              | 1 15                     | 2 0                   | 1 60   | 8 8    |
| 10                    | Kildare .....       | 9 8                                   | 10 40                       | 1 18                     | 6 8               | 1 48                     | 1 03                  | 0 1    | 8 8    |
| 18                    | Newbridge.... "     | 9 23                                  | 11 2                        | 1 33                     | 6 23              | 2 34                     | 6 3                   | 62     | 0      |
| 25½                   | Sallins .....       | 9 44                                  | 11 32                       | 1 54                     | 6 44              | 2 24                     | 5 64                  | 0 2    | 6      |
| 30                    | Hazleghch & Celbrdg | 10 7                                  | 12 3                        | 2 17                     | 7 7               | ..                       | 7 05                  | 0 3    | 0      |
| 45½                   | Lucan .....         | 10 19                                 | ..                          | 2 29                     | 7 19              | ..                       | 7 65                  | 63     | 2      |
| 52                    | Clondalkin..... "   | 10 29                                 | ..                          | 2 39                     | 7 29              | ..                       | 7 65                  | 63     | 3      |
| 56½                   | Dublin about ..     | 10 45                                 | 1 0                         | 2 55                     | 7 45              | 3 25                     | 8 66                  | 0 3    | 6      |

Children under ten years of age are charged half price; those in arms, unable to walk, travel free.

All except the 9 a.m. Up, and 4½ p.m. Down trains run also on Sundays.—The fares by these trains are, between Dublin and Carlow 3s.; between Dublin and Athy 2s. 6d.

Clerk, Thomas F. Bergin.

## DUBLIN AND KINGSTOWN.

Treasurer, Jas. Pim, Jun., Dublin.

From both ends on week days, every half-hour from 6 a.m. until 11½ p.m., stopping at all the stations, viz:—Booterstown, Black Rock, and Salt Hill. An extra train from Kingstown at 9½ a.m., stopping at Merrion in addition to the usual stations.

Extra Trains each day from both ends of the line, from 4 to 5½ p.m.

The Down Trains, at 4½ and 5½, stop only at Blackrock; the 4½ p.m. down at Merrion only. The 11 and 11½ p.m. Up and Down trains also stop at Merrion every day.

Sunday trains same hours as on week days.

FARES.—First class 1s., second class 8d., third class 6d.

The Mail bags are conveyed by the 8½ a.m. train, by Holyhead; 6½ a.m. and 6 p.m. trains by Liverpool.

# BELGIAN RAILWAY.

## BELGIUM.

### From Brussels.—North Line.

- 7 a.m. to Mal., Term., Ghent, Bruges, Ost., Cour.  
T. ur., Lille, meeting train at Mal. for Ant.  
7½ a.m. to Mal., Louv., Tir., St. Tr. Liege,  
Verv., Aix-la-C. Col.  
8½, 10, and 11½ a.m.; 4 and 7½ p.m. to Mal., Ant.  
11½ a.m. to Lille, Term., Ghent.  
4½ p.m. to Mal., Term., Ghent, Bruges, Ost., Cour.,  
T. ur., Lille.  
4½ p.m. to Mal., Louv., Tir., St. Trond, Liege.  
6½ p.m. to Mal., Tenu., Ghent, Louv., Tir.

### From Brussels.—South Line.

- 7½ a.m. to Br.-le-C., Charl., Namur.  
8 a.m. and 6½ p.m. to Br.-le-C., Mons, Quiev., Val-  
enc., Douai, Arras, Amiens, Paris.  
9 a.m. to Br.-le-C., Charl.  
12½ p.m. to Br.-le-C., Mons, Quiev., Valenc.  
3½ p.m. to Br.-le-C., Charl., Namur, meeting train  
for Mons, Quiev., and Valenc.  
6½ p.m. to Br.-le-C.

### From Malines.

- 7 35 a.m. and 4½ p.m. to Term., Ghent, Bruges, Ost.,  
Cour., Tour., Lille.  
7½ a.m. to Brus., Ant.  
8 and 11½ a.m. to Louv., Tir., St. Trond, Liege,  
Verv., Aix-la-C. Col.  
9 and 11 5 a.m., 12 noon; 2 45, and 7½ p.m. to Ant.  
9 55, 10 50, 11, and 11 55 a.m.; 3½, 4 5, 4 25, 4 49, 5 50,  
7 7 20, and 7 49 p.m. to Brus.  
11½ a.m. and 7 p.m. to Term., Ghent.  
5 p.m. to Louv., Tir., St. Trond, Liege.  
7½ p.m. to Louv., Tir.

### From Antwerp.

- 6½ a.m. to Mal., meeting train for Brus., Term.,  
Ghent, Bruges, Ost., Cour., Tour., Lille, Louv.,  
Tir., St. Trond, Liege, Verv., Aix-la-C. Col.  
9 a.m. and 3½ p.m. to Mal., Brus.  
10½ p.m. to Mal., Brus., meeting train at Mal. for  
Term., Ghent, Louv., Tir., St. Trond, Liege,  
Verv., Aix-la-C. Col.  
4 p.m. to Mal., Brus., meeting train at Mal. for  
Louv., Tir., St. Trond, Liege, Term., Ghent,  
Bruges, Ost., Cour., Tour., Lille.  
6½ p.m. to Mal., Brus., meeting train at Mal. for  
Louv., Tir., Term., Ghent.

### From Termonde.

- 6½ and 9 55 a.m. to Mal., Brus., meeting trains at  
Mal. for Ant., Louv., Tir., St. Trond, Liege,  
Verv., Aix-la-C. Col.  
8 25 a.m. and 5 25 p.m. to Ghent, Bruges, Ost., Cour.,  
Tour., Lille.  
3½ p.m. to Mal., Brus., meeting train at Mal. for Ant.,  
Louv., Tir., St. Trond, Liege.  
6 20 and 6 50 p.m. to Mal., Brus., meeting trains at  
Mal. for Ant., Louv., Tir.  
12 25 and 7½ p.m. to Ghent.

### From Ghent.

- 6 and 9 10 a.m. to Term., Mal., Brus., meeting trains  
at Mal. for Ant., Louv., Tir., St. Trond, Liege,  
Verv., Aix-la-C. Col.  
6 5 a.m. to Cour., Tour., Lille.  
6½, 9 35, and 11½ a.m. to Bruges, Ost.  
9 35 a.m. to Cour., Tour., Lille, Douai, Arras, Amiens,  
Paris.  
2½ p.m. to Term., Mal., Brus., meeting train at Mal.  
for Ant., Louv., Tir., St. Trond, Liege.  
5½ and 6 10 p.m. to Term., Mal., Brus., meeting trains  
at Mal. for Ant., Louv., Tir.  
6 20 p.m. to Bruges, Ost., Cour., Tour., Lille, Douai,  
Arras, Amiens, Paris.

### From Bruges.

- 7 40 a.m. to Ost., Ghent, Cour., Tour., Lille, Term.,  
Mal., Brus., meeting train at Mal. for Ant., Louv.,  
Tir., St. Trond, Liege, Verv., Aix-la-C. Col.  
10½ a.m. and 1 10 and 7 50 p.m. to Ost.  
1 10 p.m. to Ghent, Term., Mal., Brus., meeting train  
at Mal. for Ant., Louv., Tir., St. Trond, Liege.  
3 55 p.m. to Ghent, Term., Mal., Brus., meeting train  
at Mal. for Ant., Louv., Tir.  
4 3 p.m. to Ghent, Cour., Tour., Lille, Term., Mal.,  
Brus., meeting train at Mal. for Ant., Louv., Tir.

### From Ostend.

- 7 a.m. to Bruges, Ghent, Cour., Tour., Lille, Douai,  
Arras, Amiens, Paris, Term., Mal., Brus., meeting  
train at Mal. for Ant., Louv., Tir., St. Trond,  
Liege, Verv., Aix-la-C. Col.  
12½ p.m. to Bruges, Ghent, Term., Mal., Brus., meet-  
ing train at Mal. for Ant., Louv., Tir., St. Trond,  
Liege.  
3½ p.m. to Bruges, Ghent, Term., Mal., Brus., meet-  
ing train at Mal. for Ant., Louv., Tir.  
4 p.m. to Bruges, Ghent, Cour., Lille, Douai, Arras,  
Amiens, Paris, Term., Mal., Brus., meeting train  
at Mal. for Ant., Louv., Tir.

### From Courtrai.

- 7 25 a.m. to Tour., Lille, Ghent, Bruges, Ost., Term.,  
Mal., Brus., meeting train at Mal. for Ant., Louv.,  
Tir., St. Trond, Liege, Verv., Aix-la-C. Col.  
10 50 a.m. and 7 55 p.m. to Tour., Lille, Douai, Arras,  
Amiens, Paris.  
1 5 p.m. to Ghent, Term., Mal., Brus., meeting train  
at Mal. for Ant., Louv., Tir., St. Trond, Liege.  
4 25 p.m. Ghent, Bruges, Ost., Term., Mal., Brus.,  
meeting train at Mal. for Ant., Louv., Tir.  
6 50 p.m. to Ghent.

### From Tournai.

- 5½ a.m. to Lille, Cour., Ghent, Bruges, Ost., Term.,  
Mal., Brus., meeting trains at Mal. for Ant.,  
Louv., Tir., St. Trond, Liege, Verv., Aix-la-C. Col.  
12½ p.m. to Lille, Cour., Ghent, Term., Mal., Brus.,  
meeting train at Mal. for Ant., Louv., Tir., St.  
Trond, Liege.  
3½ p.m. to Lille, Cour., Ghent, Bruges, Ost., Term.,  
Mal., Brus., meeting train at Mal. for Ant., Louv.,  
Tir.

### From Louvain.

- 6 40 a.m. to Mal., meeting train for Brus., Ant.,  
Term., Ghent, Bruges, Ost., Cour., Tour., Lille.  
8½ a.m. and 12½ p.m. to Tir., St. Trond, Liege, Verv.,  
Aix-la-C. Col.  
10 20 a.m. and 6 5 p.m. to Mal., Brus., meeting trains  
at Mal. for Ant., Term., Ghent.  
3 30 p.m. to Mal., Brus., meeting trains at Mal. for  
Ant., Term., Ghent, Bruges, Ost., Cour., Tour.,  
Lille.  
5½ p.m. to Tir., St. Trond, Liege.  
8 25 p.m. to Tir.

### From Tirlemont.

- 6 a.m. to Louv., Mal., meeting train at Mal. for Brus.,  
Ant., Term., Ghent, Bruges, Ost., Cour., Tour.,  
Lille.  
6½ a.m. to Liege.  
9½ a.m. and 12½ p.m. to St. Trond, Liege, Verv., Aix-  
la-C. Col.  
9 40 a.m. and 5 25 p.m. to Louv., Mal., Brus., meeting  
trains at Mal. for Ant., Term., Ghent.  
2 40 p.m. to Louv., Mal., Brus., meeting train at Mal.  
for Ant., Term., Ghent, Bruges, Ost., Cour., Tour.,  
Lille.  
6½ p.m. to St. Trond, Liege.

NOTE.—Ost., means Ostend; Tour., Tournai; Verv., Verviers; Col., Cologne; Brus., Brussels; Cour., Courtrai; Louv., Louvain; Tir., Tirlemont; Cler., Clermont; Charl., Charleroi; Br.-le-C., Braine-la-Comte; Quiev., Quievrain; Valenc., Valenciennes.



**From St. Trond.**

8½ a.m. to Liege, Verv., Aix-la-C., Col., Tir., Louv., Mal., Brus., meeting train at Mal. for Ant., Term., Ghent.  
 12½ p.m. to Liege, Verv., Aix-la-C., Col., Tir., Louv., Mal., Brus., meeting train at Mal. for Ant., Term., Ghent, Bruges, Ost., Cour., Lille.  
 4½ p.m. to Tir., Louv., Mal., Brus., meeting train at Mal. for Ant., Term., Ghent.  
 6 p.m. to Liege.

**From Liege.**

7½ a.m. to Verv., Aix-la-C.  
 8 a.m. and 3 40 p.m. to St. Trond, Tir., Louv., Mal., Brus., meeting trains at Mal. for Ant., Term., Ghent.  
 11 20 a.m. and 2 50 p.m. to Verv., Aix-la-C., Col.  
 12 55 p.m. to St. Trond, Tir., Louv., Mal., Brus., meeting train at Mal. for Ant., Term., Ghent, Bruges, Ost., Cour., Tour., Lille.  
 6 p.m. to Tir. and Verv.

**From Verviers.**

6½ and 9 a.m., and 4½ p.m. to Aix-la-C.  
 6½ a.m. and 2½ p.m. to Liege, St. Trond, Tir., Louv., Mal., Brus., meeting trains at Mal. for Ant., Term., Ghent.  
 11½ a.m. to Liege, St. Trond, Tir., Louv., Mal., Brus., meeting train at Mal. for Ant., Term., Ghent, Bruges, Ost., Cour., Tour., Lille.  
 1 p.m. to Aix-la-C., Col..  
 7½ p.m. to Liege.

**Braine-le-Comte.**

5½ a.m. to Charl., Mons, Quiev., Valenc.  
 6, 8½, 8 50, and 10 a.m.; 1 40, 1 57, and 8 20 p.m. to Brus.  
 8 40 a.m. and 4 40 p.m. to Charl., Namur.  
 9 a.m. and 7½ p.m. to Mons, Quiev., Valenc., Douai, Arras, Amiens, Paris.  
 10½ a.m. and 2 p.m. to Charl.  
 1½ and 5 p.m. to Mons, Quiev., Valenc.

**From Mons.**

7 5 a.m. to Quiev., Valenc., Br-le-C., Brus., meeting train for Charl., Namur.  
 8 55 and 11 55 a.m. to Br-le-C., Brus., meeting trains for Charl.  
 9 50 a.m. and 8 10 p.m. to Quiev., Valenc., Douai, Arras, Amiens, Paris.  
 2 25 and 6 10 p.m. to Quiev., Valenc.  
 2 55 p.m. to Br-le-C., Brus., Charl., Namur.  
 7 10 p.m. to Br-le-C., Brus.

**From Quievrain.**

6½ a.m. to Mons, Br-le-C., Brus., meeting train for Charl., Namur.  
 8½ and 10½ a.m. to Mons, Br-le-C., Brussels, meeting trains for Charl.  
 8 30 a.m. and 3 30 and 7 20 p.m. to Valenc.  
 10 35 a.m. and 8½ p.m. to Valenc., Douai, Arras, Amiens, Paris.  
 2½ p.m. to Mons, Br-le-C., Brus., Charl., Namur  
 5½ p.m. to Mons.  
 6½ p.m. to Mons, Br-le-C., Brus.

**From Charleroi.**

6 and 10 10 a.m., and 6 10 p.m. to Namur.  
 7 and 10 40 a.m. and 5½ p.m. to Br-le-C., Brus., meeting trains for Mons, Quiev., Valenc.  
 1½ p.m. to Namur, Br-le-C., Brus., Mons, Quiev., Valenc.

**From Namur.**

6 and 8½ a.m., and 4½ p.m. to Charl., Br-le-C., Brus., meeting trains for Mons, Quiev., Valenc.

**From Antwerp to St. Nicolas.**

7 and 10½ a.m., and 3 and 6 p.m.

**From St. Nicolas to Antwerp.**

6 and 9 a.m., and 2 and 5 p.m.

**GERMANY.**

**Aix-la-Chapelle.**

6½ a.m. to Verv.  
 7 a.m., and 2½ and 6 p.m. to Col.  
 7½ a.m. to Verv., Liege, St. Trond, Tir., Louv., Mal., Brus., meeting train at Mal. for Ant., Term., Ghent, Bruges, Ost., Cour., Tour., Lille.  
 12½ p.m. to Verv., Liege, St. Trond, Tir., Louv., Mal., Brus., meeting train at Mal. for Ant., Term., Ghent.  
 5½ p.m. to Verv., Liege.

**From Cologne.**

6½ a.m. to Aix-la-C., Verv., Liege, St. Trond, Tir., Louv., Mal., Brus., meeting train at Mal. for Ant., Term., Ghent, Bruges, Ost., Cour., Tour., Lille.  
 9½ a.m. to Aix-la-C., Verv., Liege, St. Trond, Tir., Louv., Mal., Brus., meeting train at Mal. for Ant., Term., Ghent.  
 2 p.m. to Aix-la-C., Verv., Liege.  
 5½ p.m. to Aix-la-C.

**FRANCE.**

**From Lille.**

6 a.m. to Tour., Cour., Ghent, Bruges, Ost., Term., Mal., Brus., meeting train at Mal. for Ant., Louv., Tir., St. Trond, Liege, Verv., Aix-la-C., Col.  
 8 25 a.m. to Mouscron.  
 11½ a.m. to Cour., Ghent, Term., Mal., Brus., meeting train at Mal. for Ant., Louv., Tir., Liege.  
 3 p.m. to Cour., Ghent, Bruges, Ost., Term., Mal., Brus., meeting train at Mal. for Ant., Louv., Tir.  
 3½ p.m., meeting train for Tour., Cour., Ghent

**From Valenciennes.**

5½ and 7½ a.m. and 1½ p.m. to Quiev., Mons, Br-le-C., Brus., meeting trains for Charl., Namur.  
 10 a.m. to Quiev., Mons, Br-le-C., Brus., meeting train for Charl.  
 5 25 p.m. to Quiev., Mons, Br-le-C., Brus.

**From Paris via Lille.**

7 a.m. to Amiens, Douai, Arras, Lille, Tour., Cour., Ghent.  
 7 p.m. to Amiens, Arras, Douai, Lille, Tour., Cour., Ghent, Ost.

**From Paris via Valenciennes.**

9 a.m. and 7 p.m. to Amiens, Arras, Douai, Valenc., Mons, Br-le-C., Brus.

**HOLLAND.**

**Amsterdam to the Hague.**

From Amsterdam to the Hague, at 9 a.m., 1, 4½ and 7½ p.m.  
 From the Hague to Amsterdam, at 8½ a.m., 12½, 4½, and 7½ p.m.

**Amsterdam to Arnhem.**

From Amsterdam to Arnhem, at 7½ and 11 55 a.m., and 5 27 p.m.  
 From Arnhem to Amsterdam, at 7 10 and 11½ a.m., and 3 35 p.m.

**PASSPORTS**

Granted at Rampage by F. Hodges, Consul for Belgium, &c., at any hour of the day, or on the morning before the steamer's sailing.  
 FOR FRANCE, may be had of Mr. F. M. Faulkner, French Consulate Agent, Folkestone.

**NOTE.**—Ost., means Ostend; Tour., Tournai; Verv., Verviers; Col., Cologne; Brus., Brussels; Cour., Courtrai; Louv., Louvain; Tir., Tirlemont; Cler., Clermont; Charl., Charleroi; Br-le-C., Braine-le-Comte; Quiev., Quievrain; Valenc., Valenciennes.

## NORTH OF FRANCE RAILWAY

## TRAINS TO THE FRONTIER.—Line from Paris to Douai.

| Dist.   | STATIONS.          | *    | 1 & 2 |      |       |       |      |      |       |      |       |    | FARES. |        |        |
|---------|--------------------|------|-------|------|-------|-------|------|------|-------|------|-------|----|--------|--------|--------|
| kil. h. |                    |      |       |      |       |       |      |      |       |      |       |    | 1 cls. | 2 cls. | 3 cls. |
|         |                    |      |       |      |       |       |      |      |       |      |       |    | fr. c. | fr. c. | fr. c. |
|         | PARIS..... dep.    | p.m. | a.m.  | a.m. | noon  | p.m.  | p.m. | p.m. | p.m.  | p.m. | p.m.  |    |        |        |        |
| 11 3    | Enghien.....       | ..   | 8 0   | 8 30 | 12 0  | 12 30 | 4 0  | 5 30 | 7 0   | ..   | 8 30  | .. | 1 25   | 0 95   | 0 70   |
| 28 7    | PONTOISE.....      | ..   | ..    | 8 53 | ..    | ..    | 4 23 | 5 53 | ..    | ..   | 8 53  | .. | 3 0    | 2 25   | 1 65   |
| 67 3    | CREIL.....         | ..   | 8 50  | 9 30 | 12 50 | 1 30  | 5 0  | 6 35 | 7 50  | ..   | 9 35  | .. | 7 0    | 4 50   | 3 25   |
| 82 1    | CLERMONT.....      | ..   | 10 10 | ..   | 2 16  | ..    | 6 30 | 7 50 | 9 15  | ..   | 10 50 | .. | 8 0    | 5 30   | 4 0    |
| 111 8   | BRETEUIL.....      | ..   | 10 40 | ..   | 2 47  | ..    | 7 3  | ..   | 9 50  | ..   | ..    | .. | 11 55  | 8 70   | 6 45   |
| 147 5   | AMIENS..... { arr. | ..   | 10 30 | ..   | 3 41  | ..    | 7 58 | ..   | 10 50 | ..   | ..    | .. | 15 30  | 11 50  | 8 55   |
|         | ..... { dep.       | 4 30 | 12 27 | ..   | 4 40  | ..    | 9 0  | ..   | 12 0  | ..   | ..    | .. | ..     | ..     | ..     |
| 179 0   | ALBERT.....        | 5 45 | 1 40  | ..   | 5 57  | ..    | ..   | ..   | 1 25  | ..   | ..    | .. | 18 50  | 13 90  | 10 35  |
| 215 0   | ARRAS.....         | 7 20 | 2 45  | ..   | 7 10  | ..    | ..   | ..   | 2 40  | ..   | ..    | .. | 22 20  | 16 70  | 12 40  |
| 241 0   | DOUAI..... arr.    | 8 15 | 3 33  | ..   | 7 58  | ..    | ..   | ..   | 3 35  | ..   | ..    | .. | 24 90  | 18 75  | 13 90  |

## Line from Douai to Brussels.

|       |                                 |      |    |    |      |    |    |      |    |    |    |    |       |       |      |
|-------|---------------------------------|------|----|----|------|----|----|------|----|----|----|----|-------|-------|------|
| 241 0 | DOUAI..... dep.                 | 8 35 | .. | .. | 8 25 | .. | .. | 3 50 | .. | .. | .. | .. | 28 60 | 21 55 | 16 0 |
| 277 0 | VALEN-<br>CIENNES }..... { arr. | 9 45 | .. | .. | 9 35 | .. | .. | 4 55 | .. | .. | .. | .. | ..    | ..    | ..   |
|       | ..... { dep.                    | 10 0 | .. | .. | ..   | .. | .. | 5 5  | .. | .. | .. | .. | ..    | ..    | ..   |
| 308 0 | MONS.....                       | 12 0 | .. | .. | ..   | .. | .. | 6 20 | .. | .. | .. | .. | 31 25 | 23 50 | ..   |
| 370 0 | BRUSSELS..... arr.              | 3 30 | .. | .. | ..   | .. | .. | 8 30 | .. | .. | .. | .. | 38 50 | 29 0  | ..   |

## TRAINS TO PARIS.—Line from Brussels to Douai by Valenciennes.

| Dist.   | STATIONS.                       |      |      |      |      |      |      |       |       |      |    |    |    |    |    |
|---------|---------------------------------|------|------|------|------|------|------|-------|-------|------|----|----|----|----|----|
| kil. h. |                                 |      |      |      |      |      |      |       |       |      |    |    |    |    |    |
|         |                                 |      |      |      |      |      |      |       |       |      |    |    |    |    |    |
|         | BRUSSELS..... dep.              | a.m. | a.m. | p.m. | p.m. | a.m. | p.m. | a.m.  | p.m.  | p.m. |    |    |    |    |    |
| 62 0    | MONS.....                       | ..   | ..   | ..   | ..   | ..   | ..   | 8 0   | 12 50 | 6 15 | .. | .. | .. | .. | .. |
| 93 0    | VALEN-<br>CIENNES }..... { arr. | ..   | ..   | ..   | ..   | ..   | ..   | 10 0  | 2 30  | ..   | .. | .. | .. | .. | .. |
|         | ..... { dep.                    | ..   | ..   | ..   | 6 30 | ..   | ..   | 11 15 | 3 45  | 9 30 | .. | .. | .. | .. | .. |
| 129 0   | DOUAI..... arr.                 | ..   | ..   | ..   | 7 38 | ..   | ..   | 11 35 | 5 50  | 10 0 | .. | .. | .. | .. | .. |
|         |                                 |      |      |      |      |      |      | 12 35 | 7 58  | 11 5 | .. | .. | .. | .. | .. |

## Line from Douai to Paris.

|       |                    |      |       |       |       |      |      |       |       |       |    |    |    |    |    |
|-------|--------------------|------|-------|-------|-------|------|------|-------|-------|-------|----|----|----|----|----|
| 129 0 | DOUAI..... dep.    | ..   | ..    | ..    | 8 0   | ..   | ..   | 12 30 | 8 15  | 11 20 | .. | .. | .. | .. | .. |
| 155 0 | ARRAS.....         | ..   | ..    | ..    | 8 55  | ..   | ..   | 1 45  | 9 10  | 12 15 | .. | .. | .. | .. | .. |
| 191 0 | ALBERT.....        | ..   | ..    | ..    | 10 15 | ..   | ..   | 3 5   | 10 30 | 1 25  | .. | .. | .. | .. | .. |
| 222 5 | AMIENS..... { arr. | ..   | ..    | ..    | 11 10 | ..   | ..   | 4 0   | 11 25 | 2 20  | .. | .. | .. | .. | .. |
|       | ..... { dep.       | ..   | 6 45  | ..    | 11 30 | ..   | ..   | 4 20  | ..    | 2 40  | .. | .. | .. | .. | .. |
| 25 2  | BRETEUIL.....      | ..   | 7 52  | ..    | 12 38 | ..   | ..   | 5 28  | ..    | 3 50  | .. | .. | .. | .. | .. |
| 287 9 | CLERMONT.....      | ..   | 8 47  | ..    | 1 32  | ..   | ..   | 6 22  | ..    | 4 45  | .. | .. | .. | .. | .. |
| 302 7 | CREIL.....         | 7 0  | 9 25  | ..    | 2 10  | ..   | ..   | 7 0   | ..    | 5 20  | .. | .. | .. | .. | .. |
| 341 3 | PONTOISE.....      | 8 25 | 10 50 | 11 30 | 3 35  | 4 30 | 7 30 | 8 25  | ..    | 6 40  | .. | .. | .. | .. | .. |
| 358 7 | Enghien.....       | 9 2  | ..    | 12 7  | ..    | ..   | 5 7  | 8 7   | ..    | ..    | .. | .. | .. | .. | .. |
| 370 0 | PARIS..... arr.    | 9 25 | 11 40 | 12 30 | 4 20  | 5 30 | 8 30 | 9 10  | ..    | 7 30  | .. | .. | .. | .. | .. |

\* Goods only carried by this train between Paris and Amiens

TRAINS Between DOUAI and GHENT.  
FROM DOUAI to GHENT, at 3 50 a.m., and 8 40 p.m. to LILLE, at 4 and 8 20 p.m.  
FROM GHENT to DOUAI, at 6 5 a.m., and 6 20 p.m.; from LILLE, at 6 3 a.m., and 7 p.m.



# PARIS AND ROUEN RAILWAY, 85 Miles in length.

| Kilometre | DOWN               |              |              |             |              |            |              |                  | Kilometre | UP   |            |              |              |            |              |              |              |            |
|-----------|--------------------|--------------|--------------|-------------|--------------|------------|--------------|------------------|-----------|------|------------|--------------|--------------|------------|--------------|--------------|--------------|------------|
|           | From               | 1,2,3, class | 1,2,3, class | 1,2,3, cls. | 1,2,3, class | 2 & 3 chp. | 1,2,3, class | 1 & 2 1 & 2 chp. |           | From | 1 & 2 mail | 1,2,3, class | 1,2,3, class | 2, 3, chp. | 1,2,3, class | 1,2,3, class | 1,2,3, class | 1 & 2 chp. |
| 2         | PARIS              | a.m.         | a.m.         | a.m.        | noon         | p.m.       | p.m.         | p.m.             | ROUEN     | From | a.m.       | a.m.         | a.m.         | p.m.       | p.m.         | p.m.         | p.m.         | p.m.       |
| 9         | Colombes           | 7 0          | 9 25         | 10 0        | 12 0         | ..         | ..           | 7 25             | 11        | 1 0  | 7 0        | 11 0         | 12 30        | 3 15       | 3 0          | 6 10         | 6 30         | 10 30      |
| 13        | Houilles           | ..           | ..           | ..          | ..           | 12 15      | ..           | ..               | 13        | ..   | 7 18       | 11 18        | 12 59        | 3 15       | 3 0          | 6 15         | 6 25         | ..         |
| 17        | Maisons            | 7 27         | 9 52         | 10 27       | 12 27        | 12 51      | 4 20         | ..               | 17        | 1 29 | 7 32       | 11 32        | 1 23         | 3 32       | 3 32         | 6 32         | 6 42         | ..         |
| 22        | Etoile de Confians | 7 39         | 10 3         | 10 27       | 12 27        | 12 51      | 4 20         | 11 54            | 30        | ..   | 7 52       | 11 51        | 2 4          | 3 51       | 3 51         | 6 52         | 7 02         | ..         |
| 27        | POISSY             | 7 49         | 10 10        | 10 45       | 12 49        | 1 24       | 4 49         | 8 9              | 43        | ..   | 8 14       | 12 12        | 2 43         | 4 12       | 4 12         | 7 14         | 7 24         | ..         |
| 31        | Vilaines           | 7 54         | ..           | ..          | ..           | ..         | 4 54         | ..               | 57        | ..   | 8 33       | 12 30        | 3 22         | 4 30       | 4 30         | 7 33         | 7 43         | ..         |
| 33        | Triel              | 8 14         | ..           | 1 2         | 1 45         | 5 2        | ..           | ..               | 73        | ..   | 8 48       | 12 46        | 3 56         | 4 46       | 4 46         | 7 48         | 7 58         | ..         |
| 41        | Meulan             | 8 27         | ..           | 11 7        | 1 14         | 2 4        | 5 14         | 8 31             | 80        | ..   | 9 4        | 12 58        | 4 19         | 4 58       | 4 58         | 8 4          | 8 14         | ..         |
| 49        | Epone              | 8 45         | ..           | 11 40       | 1 27         | 2 26       | 5 27         | ..               | 88        | ..   | 9 24       | 1 18         | 4 46         | 5 18       | 5 18         | 8 24         | 8 34         | ..         |
| 57        | MANTES             | 9 0          | ..           | 12 1        | 2 0          | 3 14       | 6 0          | 9 5              | 96        | ..   | 9 36       | 1 30         | 5 35         | 6 0        | 6 0          | 8 36         | 8 46         | ..         |
| 63        | Rosny              | 9 10         | ..           | 12 11       | 2 10         | 3 24       | 6 10         | 9 26             | 102       | ..   | 9 51       | 1 45         | 6 0          | 5 54       | 5 54         | 8 51         | 9 0          | ..         |
| 69        | Bonnières          | 9 23         | ..           | 12 19       | 2 18         | 3 36       | 6 18         | 9 45             | 108       | ..   | 10 0       | 1 54         | 6 19         | 5 54       | 5 54         | 9 0          | 9 10         | ..         |
| 80        | Vernon             | 9 49         | ..           | 12 28       | 2 46         | 4 52       | 6 28         | 9 45             | 110       | ..   | 10 7       | 2 0          | 6 41         | 6 10       | 6 10         | 9 17         | 9 27         | ..         |
| 83        | Gailion            | 9 49         | ..           | 12 28       | 2 46         | 4 52       | 6 28         | 9 45             | 110       | ..   | 10 7       | 2 0          | 6 41         | 6 10       | 6 10         | 9 17         | 9 27         | ..         |
| 107       | St. Pierre (Lou.)  | 10 12        | ..           | 12 57       | 3 13         | 5 37       | 7 13         | 10 6             | 115       | ..   | 10 30      | 2 29         | 7 15         | 6 29       | 6 29         | 9 42         | 9 52         | ..         |
| 120       | Pont-de-l'Arche    | 10 33        | ..           | 1 18        | 3 33         | 6 16       | 7 33         | 10 48            | 124       | ..   | 10 42      | 2 46         | 7 15         | 6 39       | 6 39         | 9 52         | 10 0         | ..         |
| 124       | Tourville          | 10 42        | ..           | 1 27        | 3 42         | ..         | 7 42         | ..               | 124       | ..   | 10 49      | 2 46         | 7 15         | 6 39       | 6 39         | 9 52         | 10 0         | ..         |
| 126       | Oissel             | 10 46        | ..           | 1 31        | 3 46         | 6 32       | 7 46         | 10 58            | 135       | ..   | 4 46       | 11 0         | 2 46         | 7 42       | 6 50         | 5 50         | 10 0         | 5 23       |
| 137       | ROUEN, arrival     | 11 4         | ..           | 1 45        | 4 0          | 7 0        | 8 0          | 11 15            | 137       | ..   | 5 0        | 11 15        | 3 0          | 8 0        | 7 5          | 5 20         | 10 15        | 5 45       |

**Fares.**—From Paris, first class 16 frs, second, 13 frs, third, 10 frs.

## PARIS & ORLEANS.

| Kilometres. | Orleans to Paris. |             |             |            |      |           |           |      |            |      | Kilometres. | Paris to Orleans. |             |      |            |      |                 |           |           |         |      |            |
|-------------|-------------------|-------------|-------------|------------|------|-----------|-----------|------|------------|------|-------------|-------------------|-------------|------|------------|------|-----------------|-----------|-----------|---------|------|------------|
|             | Gds               | 1,2,3 class | First class | 1, 2 class | Gds  | 1,2 class | Fst class | Gds. | 1, 2 class | Gds. |             | 1, 2, 3 class     | First class | Gds. | 1, 2 class | Gds  | pds. gns. class | 123 class | Fst class | Mail    | Gds. | 1, 2 class |
|             | a.m.              | a.m.        | a.m.        | p.m.       | p.m. | p.m.      | p.m.      | p.m. | nght       | nght |             | a.m.              | a.m.        | a.m. | noon       | p.m. | p.m.            | p.m.      | p.m.      | p.m.    | p.m. | p.m.       |
| 13.500      | ORLEANS....dep.   | 7           | 0           | 9          | 20   | 12        | 0         | 12   | 50         | 5    | 45          | 7                 | 15          | 8    | 0          | 12   | 9               | 12        | 30        |         |      |            |
| 19.500      | Cheville          | 7           | 21          | 9          | 39   | 12        | 11        | 1    | 22         | 6    | 57          | 34                | 8           | 25   | 12         | 23   | 12              | 55        |           |         |      |            |
| 33.500      | Artenay           | 7           | 32          | 9          | 44   | 12        | 52        | 1    | 37         | 6    | 15          | 39                | 8           | 37   | 12         | 35   | 1               | 7         | 19,000    |         |      |            |
| 47.000      | Toury             | 7           | 57          | 10         | 11   | 1         | 17        | 2    | 36         | 6    | 39          | 6                 | 9           | 20   | 1          | 3    | 1               | 50        | 21,800    |         |      |            |
| 53.000      | Angerville        | 8           | 17          | 10         | 36   | 1         | 45        | 3    | 37         | 20   | 7           | 28                | 25          | 9    | 46         | 1    | 28              | 2         | 16        | 23,500  |      |            |
| 57.000      | Monnerville       | 8           | 26          | 10         | 36   | 1         | 57        | 3    | 37         | 7    | 10          | 31                | 9           | 54   | 1          | 38   | 2               | 26        | 28,000    |         |      |            |
| 65.500      | ETAMPES.          | 0           | 1           | 11         | 6    | 2         | 21        | 4    | 40         | 7    | 49          | 13                | 11          | 0    | 55         | 2    | 13              | 3         | 25        | 30,500  |      |            |
| 73.000      | Etrechy           | 7           | 21          | 9          | 15   | 11        | 13        | 2    | 35         | 5    | 38          | 15                | 9           | 26   | 3          | 39   | 3               | 26        | 35,000    |         |      |            |
| 81.500      | Lardy             | 7           | 50          | 9          | 29   | 11        | 30        | 2    | 49         | 5    | 38          | 15                | 9           | 26   | 3          | 39   | 3               | 26        | 36,000    |         |      |            |
| 85.500      | Marolles          | 8           | 3           | 9          | 37   | 11        | 35        | 2    | 57         | 5    | 49          | 13                | 11          | 25   | 2          | 40   | 3               | 53        | 40,000    |         |      |            |
| 91.000      | Bretigny          | 8           | 16          | 9          | 48   | 11        | 42        | 3    | 8          | 6    | 0           | 37                | 9           | 11   | 33         | 2    | 47              | 4         | 1         | 43,500  |      |            |
| 93.500      | SAINT-MICHEL      | 8           | 32          | 9          | 59   | 11        | 51        | 3    | 19         | 6    | 21          | 48                | 9           | 11   | 43         | 2    | 56              | 4         | 1         | 56,000  |      |            |
| 98.000      | Epinau            | 8           | 45          | 10         | 9    | 11        | 59        | 3    | 29         | 6    | 38          | 58                | 9           | 54   | 12         | 1    | 1               | 16        | 4         | 59,800  |      |            |
| 99.700      | Savigny           | 8           | 53          | 10         | 15   | 12        | 2         | 3    | 35         | 6    | 44          | 9                 | 10          | 57   | 12         | 14   | 3               | 21        | 5         | 74,500  |      |            |
| 102.500     | Jurisy            | 9           | 2           | 10         | 23   | 12        | 8         | 3    | 43         | 6    | 54          | 10                | 10          | 31   | 2          | 26   | 3               | 30        | 5         | 88,000  |      |            |
| 112.000     | Choisy            | 9           | 25          | 10         | 44   | 12        | 22        | 4    | 20         | 7    | 14          | 9                 | 30          | 10   | 12         | 40   | 3               | 52        | 5         | 102,000 |      |            |
| 121.500     | PARIS....arrival  | 9           | 45          | 11         | 0    | 12        | 35        | 4    | 20         | 7    | 35          | 9                 | 45          | 10   | 30         | 1    | 0               | 4         | 10        | 108,000 |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           | 121,500 |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |
|             |                   |             |             |            |      |           |           |      |            |      |             |                   |             |      |            |      |                 |           |           |         |      |            |

*In connexion with Trains on the Manchester, Sheffield, and Lincolnshire Railway,—Page 21.*

**Doncaster.**—The “Times” leaves the New Angel Inn, Doncaster, at 8 a.m., arriving at Sheffield in time for the 11 a.m. train to Manchester, returning from Manchester at 2 p.m., and Sheffield at 4 30 p.m.

“The Commander-in-Chief” leaves Sheffield for Doncaster, after the arrival of the 8 a.m. train from Manchester, returning from Doncaster at 2 15 p.m., arriving at Sheffield in time for the 5 p.m. train to Manchester.

**Lincoln.**—The “Pelham” leaves the Saracen’s Head, Lincoln, at 5 a.m., through Gainsbro’, Bawtry, and Tickhill, arriving at Sheffield in time for the 1 20 p.m. train to Manchester; returning after the arrival of the 10 25 a.m. train from Manchester.

“Louth Mail” also leaves the Commercial Office, Hay Market, Sheffield, at 4 10 a.m. for Lincoln, to meet the Boston Packet, by which Coach parties arriving in Sheffield from Liverpool and Manchester by the 7 30 p.m. train the previous evening, will find a cheap and expeditious conveyance.

**Nottingham.**—The Royal Mail leaves the Commercial Coach Office, Hay-Market, Sheffield, at 7 45 a.m., returning at 1 30 p.m., and arriving in Sheffield in time for the 6 45 p.m. train from Sheffield to Manchester.

**Nottingham.**—the “Champion” leaves the White Lion Hotel, Nottingham, daily, at 7 45 a.m., through Mansfield, Chesterfield, and Dronfield, arriving in Sheffield to meet the 1 20 p.m. train to Manchester, returning by the same route after the arrival of the 12 a.m. train from Manchester.

**Newark.**—“Prince Albert” leaves Gilstrap’s Hotel, Newark, at 7 a.m., through Ollerton, Worksop, Renishaw, and Eckington, arriving in Sheffield in time for the 1 20 p.m. train to Manchester, returning by the same route after the arrival of the 10 25 a.m. train from Manchester.

**Chesterfield.**—“Traveller” leaves Chesterfield at 8 a.m., arriving in Sheffield in time for the 11 a.m. train to Manchester, returning after the arrival of the 2 p.m. train from Manchester.

**Barnsley.**—Ostcliffe’s Omnibuses every morning at 8, to Penistone, in time for the 9 a.m. Express train to Manchester, returning after the arrival of the 4 p.m. Express train from Manchester.

**Huddersfield.**—Haley’s Omnibuses leaves the Boot and Shoe Inn every morning at 7 a.m., through Lockwood, Holmfirth, and Honley, to Dunford Bridge, in time for the 8 a.m. train from Manchester to Sheffield, and the 9 a.m. Express train from Sheffield to Manchester, returning after the arrival of the 12 p.m. train from Manchester, and 11 a.m. from Sheffield.

**Huddersfield.**—Scott’s Omnibus leaves the Pack Horse Hotel every morning, except Sundays, at 10 o’clock arriving at Hazlehead Bridge in time to meet the 10 25 a.m. train from Manchester to Sheffield, and the 11 a.m. train from Sheffield to Manchester; returning after the arrival of the 2 p.m. train from Manchester, and the 3 15 p.m. train from Sheffield. N.B.—Parties leaving Huddersfield by the above conveyance, may proceed immediately on their arrival at Sheffield, to Chesterfield, Derby, Nottingham, Birmingham, Leicester, London, and all parts of the South.

**Huddersfield.**—The “Perseverance” leaves the White Hart Inn, Stalybridge, every morning, except Friday, after the arrival of the 8 45 a.m. train from Manchester, through Upper Mills, Marsden, and Slaithwaite, returning from the Pack Horse, Huddersfield, at 3 30 p.m., arriving at Stalybridge in time for the 6 p.m. train to Manchester.

*In connexion with Trains on the North Branch, London and North Western Railway,—Pages, 26 & 27.*

Between WHITMORE STATION and SHREWSBURY, through Market Drayton, Hodnet, and Shawbury.

The **Victoria** leaves the GEORGE INN Shrewsbury, every morning (except Sundays) at 8 45, and arrives at Whitmore in time for the train to Liverpool, Preston, &c. at 12 55; waits the arrival of train at 1 27 p.m., from the same places, and arrives back at the GEORGE INN, Shrewsbury, at 5 in the evening.

*In connexion with trains on the Nottingham and Lincoln Railway,—Page 38.*

**New Coach**, the “Champion Coach,” to Louth direct, and Horncastle, leaves the Black Goats Inn, Lincoln every day, Tuesdays excepted, immediately after the arrival of the 9 45 a.m. train, from Nottingham Derby, Birmingham, Leicester, &c., &c., and returns the same day from Horncastle and Louth, to meet the 8 p.m. train from Lincoln, to London, Nottingham, &c.



# PLACES OF AMUSEMENT, &c. IN THE METROPOLIS.

OPEN ON CERTAIN DAYS, AS UNDER.

- 1 Asiatic Museum, Grafton-street ..... Monday, Wednesday, and Friday.
- 2 British Museum, Great Russell-st. .... Monday, Wednesday, and Friday.
- Chelsea Military Academy .....
- 1 College of Surgeons' Museum .....
- 1 Dulwich Gallery .. Monday, Tuesday, Wednesday, Thursday.
- 2 East India Company's Museum .....
- 1 Entomological Museum, Bond-street .....
- Faraday's Lectures, Royal Institution, .....
- Greenwich Hospital .....

- 2 Gresham Lectures ..... Wednesday, Thursday, and Friday.
- 2 Hampton Court..... Monday, Tuesday, Wednesday, Thursday, Saturday.
- Hullak's Singing Classes .....
- 1 Linnean Collection, Soho Square.....
- 2 National Gallery .....
- Society of Arts, Adelphi.....
- 1 Sir John Soane's Museum.....
- Windsor Castle .....

TICKETS to be obtained from London Stationers.

## OPEN DAILY.

- 1 Antiquarian Museum, Guildhall.
- 1 Ashburton Collection, Piccadilly.
- 1 Botanic Gardens, Chelsea.
- Botanical Gardens, Gravesend.
- 1 Botanic Gardens, Regent's Park.
- British Institution, Pall Mall.
- Chelsea Hospital.
- Christ's Hospital, Newgate-street.
- Cosmorama, 209, Regent Street.
- Colosseum, Regent's Park
- Diorama, Regent's Park.

- 1 Geological Museum, Somerset House.
- 1 Grosvenor Gallery, Upper Grosvenor Street.
- 1 Horticultural Gardens, Chiswick.
- House of Lords.
- 1 Hunterian Museum, College of Surgeons
- 2 Kew Gardens.
- 2 London Missionary Museum, Bloomfield Street, Finsbury.
- Madame Tussaud and Son's, Baker Street, from 11 a.m. till 10 p.m.

- Monument.
- 2 Pantheon, Oxford Street.
- Panorama, (Burford's) Leicester-square
- Polytechnic Institution, Regent-street
- St. Paul's.
- Thames Tunnel, Rotherhithe
- The Tower.
- Westminster Abbey.
- Woolwich Arsenal.
- Zoological Gardens, Regent's Park.
- Ditto. Surrey.

1 Require Tickets. 2 Are Free. The rest must be paid for.

**MADAME TUSSAUD & SONS' EXHIBITION, BAZAAR, BAKER-STREET, PORTMAN-SQUARE;** Admittance, One Shilling; Napoleon Room, Sixpence. In Addition to the well-known Superb and Splendid Collection, are added the Heroes, **HARDINGE** and **GOUGH**, in their full uniforms as Generals in the British Army.

## RESIDENCES OF FOREIGN AMBASSADORS AND CONSULS.—Passports obtained at each.

- America ..... Ambassador's residence, 90, Eaton-square, Consul's office, 1, Bishopsgate churchyard.
- Austria ..... Ambassador's residence, 7, Chandos-street, Cavendish-square.
- Baden ..... Consul's office, 6, Great Winchester-street.
- Bavaria ..... Ambassador's residence, 3, Hill-street, Berkeley-square; Consul's office, 11, Bury's-court, St. Mary Axe.
- Belgium ..... Ambassador's residence, 50, Portland-place; Passport office, 9 A, Weymouth-street, Portland-place.
- Brazil ..... Ambassador's residence, 10, York-place, Portman-square; Consul's office, 3, Howford-bld., Fenchurch-st.
- Denmark .... Ambassador's residence, 2, Wilton-terrace; Consul's office, 6, Warnford-court, Throgmorton-street.
- Frankfort .... Consul's office, 12, Broad-street Buildings.
- France ..... Ambassador's residence, Manchester-house, Manchester-square; Passport office, 6, Poland-street, Oxford-street; Consul's office, 3, Copthall-buildings, Copthall-court.
- Hanover ..... Ambassador's residence, 44, Grosvenor-place; Consuls office, 6 Circus, Minorities.
- Netherlands..... Office, 5, Great Cumberland-street.
- Peru ..... Ambassador's residence, 20, Hyde Park-square; Consul's office, 10, Old Jewry chambers.
- Prussia ..... Ambassador's residence, 4, Carlton-terrace; Consul's office, 106, Fenchurch-street.
- Russia ..... Ambassador's residence, 30, Dover-street, Piccadilly; Consul's office, 1, Copthall-buildings, City.
- Sardinia ..... Charge d'Affairs, 4, Mount-street.
- Portugal ..... Ambassador's residence, 57, Upper Seymour-street; Consul's office, 27, New Broad-street, City.
- Saxony ..... Ambassador's residence, 34, Wilton-crescent; Consul, 12, St. James's Place; office, 76, Cornhill.
- Sicily ..... Ambassador's residence, 15, Princess-street, Cavendish-square.
- Spain ..... Ambassador's residence, 33, Harley-street; Consul's office, 37, Broad-street, chambers, Old Broad-street.
- Sweden ..... Ambassador's residence, 13, Halkin-st., Belgrave-sq.; Consul's office, 27, Great St. Helens, Bishopsgate-st.
- Tuscany ..... Consul's office, 15, Angel Court, Throgmorton-street.
- Wertenburg..... Office, 40, Portman-square.

# Cab Fares from the Metropolitan Railway Stations.

† † † For references see foot of next page.

|                                           | Bir-<br>mingo | Great<br>Wstrn. | Joint Railw.<br>L. B. & S. d. | South<br>Wstrn. | Eastn<br>Cntries |
|-------------------------------------------|---------------|-----------------|-------------------------------|-----------------|------------------|
| Adelphi-terrace, Strand .....             | 1 4           | 2 4             | 1 8                           | 1 8             | 2 0              |
| Aldersgate-st, Westmoreland-bldgs.        | 1 8           | 3 0             | 1 0                           | 1 8             | 2 4              |
| Aldgate Pump .....                        | 2 0           | 3 4             | 0 8                           | 1 8             | 2 8              |
| Albany, Piccadilly .....                  | 1 4           | 1 8             | 2 4                           | 2 4             | 2 0              |
| Baker-street, Crawford-street .....       | 1 0           | 1 0             | 3 0                           | 3 0             | 2 8              |
| Balls Pond-road, Elizabeth-place .....    | 2 0           | 3 8             | 2 8                           | 3 4             | 4 0              |
| Battersea Bridge, the Swan .....          | 3 4           | 3 0             | 4 0                           | 3 8             | 1 8              |
| Bank of England .....                     | 2 0           | 3 0             | 0 8                           | 1 4             | 2 4              |
| Battersea, the Raven .....                | 4 0           | 3 8             | 3 8                           | 3 8             | 2 4              |
| Bayswater-road, Albion-street .....       | 1 8           | 0 8             | 3 0                           | 3 4             | 2 8              |
| Bedford-row .....                         | 2 0           | 0 8             | 3 8                           | 3 8             | 2 4              |
| " Flora Tea Gardens .....                 | 1 0           | 2 4             | 1 8                           | 2 0             | 2 4              |
| Bedford-square .....                      | 0 8           | 2 0             | 2 0                           | 2 4             | 2 4              |
| Bedford-square, Halkin-st. ....           | 2 0           | 1 8             | 2 8                           | 2 4             | 1 8              |
| Berkeley-square, Berkeley-street .....    | 1 4           | 1 4             | 2 8                           | 2 8             | 2 4              |
| Bishopsgate-st, Union-street .....        | 2 0           | 3 4             | 1 0                           | 1 8             | 2 8              |
| Blackfriar's-road, Stamford-street .....  | 1 8           | 3 0             | 1 0                           | 1 4             | 1 8              |
| " Surrey Theatre .....                    | 2 0           | 3 0             | 1 0                           | 1 0             | 2 0              |
| Blackwall Terminus, London-st. ....       | 2 0           | 3 4             | 0 8                           | 1 8             | 2 4              |
| Blackwall, Norfolk-street .....           | 4 4           | 5 8             | 3 4                           | 4 0             | 4 8              |
| Bloombury-sq, Southampton-st. ....        | 0 8           | 2 0             | 1 8                           | 2 0             | 2 4              |
| Bond-street, Stafford-street .....        | 1 4           | 1 4             | 2 4                           | 2 8             | 2 0              |
| British Museum .....                      | 0 8           | 2 0             | 1 8                           | 2 0             | 2 4              |
| Brixton, Park-place .....                 | 3 4           | 3 8             | 3 4                           | 3 0             | 1 4              |
| Brompton, Brompton-square .....           | 2 4           | 2 0             | 3 0                           | 2 0             | 3 4              |
| Brunswick-square .....                    | 0 8           | 2 0             | 2 0                           | 2 4             | 2 8              |
| Bryanstone-square .....                   | 1 4           | 1 0             | 3 0                           | 3 0             | 2 4              |
| Buckingham Gate .....                     | 2 0           | 2 0             | 2 0                           | 1 4             | 3 0              |
| Brighton Terminus, London-bridg.          | 2 4           | 3 8             | ..                            | 1 0             | 2 0              |
| Camberwell, Bethell-place .....           | 2 8           | 4 0             | 1 8                           | 1 4             | 1 8              |
| " Green, Red Cap .....                    | 3 0           | 4 0             | 2 0                           | 1 4             | 1 8              |
| Camden Town, Union-terrace .....          | 0 8           | 2 0             | 2 8                           | 3 4             | 3 0              |
| Canavanish-square .....                   | 1 0           | 1 4             | 2 4                           | 2 8             | 2 4              |
| Charing Cross .....                       | 1 4           | 2 0             | 1 8                           | 2 0             | 2 0              |
| Chapside .....                            | 1 4           | 3 8             | 0 8                           | 1 4             | 2 4              |
| Chelsea College .....                     | 2 8           | 2 8             | 3 4                           | 1 8             | 3 8              |
| Chelsea, Church-st., King's-road .....    | 3 0           | 2 8             | 3 4                           | 3 8             | 2 0              |
| Chiswell-street, Bunhill-row .....        | 1 8           | 3 0             | 1 4                           | 2 0             | 2 8              |
| City, road, River-terrace .....           | 1 0           | 2 4             | 1 8                           | 2 8             | 3 0              |
| " Windsor-place .....                     | 1 4           | 2 8             | 1 8                           | 2 4             | 3 0              |
| " Castle-street .....                     | 1 8           | 3 0             | 2 0                           | 2 4             | 2 8              |
| Clapham-road, Holland-street .....        | 3 0           | 3 4             | 2 0                           | 1 8             | 1 0              |
| " Stockwell-road .....                    | 3 0           | 2 4             | 2 0                           | 2 0             | 1 0              |
| Clerkenwell Green .....                   | 1 4           | 2 8             | 1 4                           | 2 0             | 2 8              |
| Commercial-road, Dock-street .....        | 2 8           | 4 4             | 1 8                           | 2 0             | 3 0              |
| " Heath-st .....                          | 3 0           | 4 8             | 1 8                           | 2 4             | 3 4              |
| " Dalgleish-st .....                      | 3 4           | 5 0             | 2 0                           | 2 8             | 3 8              |
| " Limehouse causeway .....                | 3 8           | 5 4             | 2 4                           | 3 0             | 4 0              |
| Covent Garden Theatre .....               | 1 4           | 2 4             | 1 8                           | 2 4             | 2 0              |
| " Piazza .....                            | 1 4           | 2 4             | 1 8                           | 2 4             | 2 0              |
| " Hummums .....                           | 1 4           | 2 4             | 1 8                           | 2 4             | 2 0              |
| Croydon Terminus, London Bridg.           | 2 4           | 3 4             | ..                            | 1 0             | 2 0              |
| Curzon-street .....                       | 1 8           | 1 4             | 2 8                           | 2 8             | 2 0              |
| Dalston, Mason's-row .....                | 2 4           | 3 8             | 2 4                           | 3 0             | 4 4              |
| Do. 25 yds. short of Hackney Brook .....  | 2 8           | 4 0             | 3 0                           | 4 0             | 4 8              |
| Dean-st., Soho, Compton-street .....      | 1 0           | 1 8             | 2 0                           | 2 4             | 2 0              |
| Drury-lane Theatre, Pit, Russell-st       | 1 0           | 2 0             | 1 8                           | 1 8             | 2 0              |
| East India House .....                    | 2 0           | 3 4             | 1 0                           | 1 8             | 2 4              |
| Eastern Counties Railway .....            | 2 0           | 3 8             | 1 0                           | 2 0             | 2 8              |
| Eaton-square, West end .....              | 2 4           | 2 4             | 2 4                           | 2 4             | 1 4              |
| Edgeware-road, Nutford-place .....        | 1 4           | 0 8             | 3 0                           | 2 8             | 2 8              |
| Finsbury-square .....                     | 2 0           | 3 0             | 1 0                           | 1 8             | 2 8              |
| Fleet-street .....                        | 1 4           | 2 4             | 1 0                           | 1 8             | 2 0              |
| Gerrard-street, Soho, Nassau-street ..... | 1 0           | 1 8             | 2 4                           | 2 0             | 2 4              |
| Gloucester-place, Lower York-place .....  | 1 0           | 1 0             | 3 8                           | 2 4             | 2 4              |
| Goswell-street, Allen-street .....        | 1 4           | 2 4             | 1 4                           | 1 8             | 3 6              |
| Gray's Inn-road, Portpool-lane .....      | 1 0           | 2 4             | 1 8                           | 2 4             | 2 8              |
| Great Westm Terminus, Paddington          | 1 8           | ..              | 3 8                           | 3 8             | 3 0              |
| Greenwich Terminus, London Bridg          | 2 4           | 3 4             | ..                            | 1 0             | 2 0              |
| Grosvenor-place, Chester-street .....     | 2 0           | 1 8             | 3 0                           | 2 8             | 1 4              |
| " square, North Audley-st. ....           | 1 4           | 1 4             | 3 0                           | 3 0             | 2 4              |
| Guildford-st., Doughty Mews .....         | 0 8           | 2 0             | 1 8                           | 2 8             | 2 8              |
| Hackney-road, Green-gate .....            | 2 0           | 4 0             | 1 4                           | 2 8             | 3 4              |
| " Gloucester-place .....                  | 2 4           | 4 4             | 2 0                           | 3 0             | 3 4              |
| Hackney, North-street .....               | 2 8           | 4 4             | 2 0                           | 3 4             | 3 8              |
| " St. Thomas's-square .....               | 3 0           | 5 0             | 3 0                           | 3 8             | 4 0              |
| Hampstead-road, Chalk Farm-lane .....     | 1 0           | 1 8             | 3 0                           | 4 0             | 3 8              |
| " Pond-street .....                       | 2 0           | 1 4             | 4 0                           | 4 8             | 5 0              |
| Hanover-square .....                      | 1 4           | 1 4             | 2 4                           | 2 4             | 2 4              |
| Harley-street, New-road .....             | 0 8           | 1 0             | 3 0                           | 3 0             | 2 4              |
| Haymarket .....                           | 1 4           | 2 0             | 2 0                           | 2 0             | 1 8              |
| High-street, Marylebone .....             | 1 0           | 1 0             | 3 0                           | 3 0             | 2 8              |
| Holborn, Chancery-lane .....              | 1 0           | 2 0             | 1 8                           | 2 0             | 2 4              |
| Horse Guards, 105 yards beyond .....      | 1 4           | 2 4             | 1 8                           | 1 8             | 1 4              |
| Islington, Liverpool-road .....           | 1 0           | 2 8             | 2 0                           | 2 8             | 3 4              |
| " Cross-street .....                      | 1 4           | 3 4             | 2 0                           | 3 0             | 3 8              |
| Kennington-lane, Durham-street .....      | 2 8           | 3 8             | 1 8                           | 1 8             | 1 0              |
| " Turnpike .....                          | 2 8           | 3 8             | 1 8                           | 1 8             | 1 0              |
| Kensington Gore, Halfway House .....      | 2 4           | 4 4             | 3 0                           | 3 0             | 2 4              |
| " Gravel Pits, Peterboro' pl              | 2 4           | 1 0             | 4 0                           | 4 0             | 3 4              |
| Kent-road, East-street .....              | 2 8           | 4 0             | 1 4                           | 0 8             | 2 0              |
| " Doncaster-place .....                   | 3 0           | 4 8             | 2 0                           | 1 0             | 2 4              |
| Kentish Town, Trafalgar-place .....       | 1 0           | 2 4             | 3 0                           | 3 0             | 3 8              |
| " Francis-terrace .....                   | 1 4           | 2 8             | 3 8                           | 3 4             | 4 4              |
| Kilburn Wells .....                       | 2 4           | 1 8             | 4 0                           | 5 4             | 4 0              |
| Kingsland-road, Wellington-street .....   | 2 0           | 4 4             | 2 0                           | 3 0             | 4 0              |
| Kingsland, Cock and Castle .....          | 2 4           | 4 0             | 2 0                           | 3 0             | 4 0              |
| Knightsbridge, the Chapel .....           | 2 0           | 1 8             | 2 8                           | 3 0             | 3 4              |
| Lambeth, York-place, centre .....         | 2 0           | 3 0             | 1 4                           | 1 4             | 2 0              |
| " Old Church .....                        | 2 4           | 3 0             | 1 4                           | 1 4             | 1 4              |
| Leicester-square .....                    | 1 4           | 2 0             | 2 0                           | 2 0             | 1 8              |
| " Lincoln's Inn-fields .....              | 1 0           | 2 4             | 1 4                           | 2 0             | 2 8              |
| London Bridge, Surrey side .....          | 2 0           | 3 4             | 0 8                           | 1 4             | 2 0              |
| Long Acre .....                           | 1 0           | 2 0             | 1 8                           | 2 0             | 2 0              |
| Maida Hill, St. John's Wood-road .....    | 1 0           | 1 0             | 3 8                           | 4 0             | 4 0              |
| Manchester-square .....                   | 1 4           | 1 0             | 2 8                           | 3 0             | 2 4              |
| Mansion House, the .....                  | 2 0           | 3 8             | 0 8                           | 1 4             | 2 4              |
| Middlesex Hospital, first Gate .....      | 0 8           | 1 8             | 2 4                           | 2 4             | 2 0              |
| Mill End Turnpike .....                   | 2 8           | 4 4             | 1 4                           | 2 4             | 3 0              |
| Mint, the .....                           | 2 4           | 3 4             | 1 0                           | 1 8             | 2 8              |
| Montague-square .....                     | 1 4           | 1 0             | 3 0                           | 3 0             | 2 4              |



# Cab Fares Continued.

|                                     | Birmmng | Great Wstrn | Joint Railwys | South Wstrn   | Eastn Cnties |    | Birmmng | Great Wstrn | Joint Railwys | South Wstrn   | Eastn Cnties |
|-------------------------------------|---------|-------------|---------------|---------------|--------------|----|---------|-------------|---------------|---------------|--------------|
|                                     | s. d.   | s. d.       | L. B. & S. d. | L. B. & S. d. | s. d.        |    | s. d.   | s. d.       | L. B. & S. d. | L. B. & S. d. | s. d.        |
| New-road, Quebec-street.....        | 10      | 0           | 8             | 3             | 4            | 3  | 10      | 0           | 8             | 3             | 4            |
| Newgate-street.....                 | 18      | 2           | 8             | 10            | 1            | 8  | 18      | 2           | 8             | 10            | 1            |
| Newington Butts, Elephant & Castl   | 24      | 3           | 4             | 10            | 0            | 8  | 24      | 3           | 4             | 10            | 0            |
| Old Palace Yard, Abingdon-street.   | 18      | 2           | 8             | 10            | 1            | 8  | 18      | 2           | 8             | 10            | 1            |
| Old-street-road, Wood-street.....   | 18      | 3           | 0             | 1             | 8            | 20 | 18      | 3           | 0             | 1             | 8            |
| Ordnance Office, Pall Mall.....     | 14      | 2           | 0             | 2             | 4            | 20 | 18      | 2           | 0             | 2             | 4            |
| Oxford-street, Charles-street.....  | 10      | 1           | 8             | 20            | 2            | 4  | 20      | 2           | 0             | 2             | 4            |
| Paddington, Bell-street.....        | 14      | 0           | 8             | 3             | 4            | 34 | 14      | 0           | 8             | 3             | 4            |
| Pall Mall, Duke of York Column..... | 14      | 2           | 0             | 20            | 2            | 4  | 20      | 2           | 0             | 2             | 4            |
| Park-lane, Grosvenor-gate.....      | 18      | 1           | 4             | 30            | 30           | 20 | 18      | 1           | 4             | 30            | 30           |
| Park-road, Park-st., Dorset-square  | 10      | 1           | 0             | 3             | 4            | 38 | 10      | 1           | 0             | 3             | 4            |
| "    Lodge-rd, Regent's-Park        | 14      | 1           | 4             | 3             | 8            | 48 | 14      | 1           | 4             | 3             | 8            |
| Pentonville, St. James's Chapel ..  | 0       | 8           | 2             | 4             | 20           | 28 | 0       | 8           | 2             | 4             | 20           |
| Piccadilly, Albany.....             | 14      | 1           | 8             | 30            | 2            | 0  | 28      | 14          | 1             | 8             | 30           |
| "    Ranger's Lodge.....            | 18      | 1           | 8             | 30            | 2            | 0  | 28      | 18          | 1             | 8             | 30           |
| Poplar, Eccleston-street.....       | 24      | 2           | 0             | 30            | 30           | 14 | 24      | 2           | 0             | 30            | 30           |
| Pimlico, Harrow-lane.....           | 34      | 5           | 4             | 38            | 34           | 44 | 34      | 5           | 4             | 38            | 34           |
| Portland-place, Devonshire-street.  | 0       | 8           | 14            | 28            | 30           | 28 | 0       | 8           | 14            | 28            | 30           |
| Portland-street, New Cavendish-st   | 0       | 8           | 14            | 28            | 28           | 24 | 0       | 8           | 14            | 28            | 24           |
| Portman-square.....                 | 14      | 1           | 0             | 28            | 30           | 24 | 14      | 1           | 0             | 28            | 30           |
| Post Office, St. Martin's-le-Grand  | 18      | 2           | 8             | 10            | 18           | 28 | 18      | 2           | 8             | 10            | 18           |
| Queen's-square, Bloomsbury.....     | 10      | 2           | 4             | 18            | 24           | 28 | 10      | 2           | 4             | 18            | 24           |
| "    Westminster.....               | 20      | 2           | 4             | 20            | 18           | 18 | 20      | 2           | 4             | 20            | 18           |
| Queen's Elm, Old George.....        | 28      | 4           | 4             | 34            | 40           | 24 | 28      | 4           | 4             | 34            | 40           |
| Railcliff Highway, Denmark-street   | 28      | 4           | 0             | 14            | 20           | 30 | 28      | 4           | 0             | 14            | 20           |
| Regent-street, Princess-street..... | 10      | 1           | 8             | 24            | 28           | 24 | 10      | 1           | 8             | 24            | 28           |
| Regt's Prk, Cambrdg-ter., south end | 0       | 8           | 10            | 34            | 34           | 30 | 0       | 8           | 10            | 34            | 34           |
| "    Ulster-terrace.....            | 0       | 8           | 10            | 30            | 34           | 30 | 0       | 8           | 10            | 30            | 34           |
| "    Clarence-ter., south end.....  | 10      | 1           | 0             | 34            | 34           | 30 | 10      | 1           | 0             | 34            | 34           |
| "    St. Catharine's College.....   | 0       | 8           | 10            | 38            | 38           | 30 | 0       | 8           | 10            | 38            | 38           |
| Rotherhithe, Marygold-street.....   | 30      | 4           | 4             | 14            | 14           | 30 | 30      | 4           | 4             | 14            | 14           |
| Russell-square.....                 | 0       | 8           | 20            | 20            | 24           | 24 | 0       | 8           | 20            | 20            | 24           |
| Skinner-street, Sea Coal-lane.....  | 14      | 2           | 4             | 14            | 18           | 24 | 14      | 2           | 4             | 14            | 18           |
| St. James's-street.....             | 18      | 2           | 8             | 14            | 20           | 24 | 18      | 2           | 8             | 14            | 20           |
| St. John's-street, Smithfield.....  | 14      | 2           | 8             | 14            | 20           | 24 | 14      | 2           | 8             | 14            | 20           |
| St. John's Wood Road, Hamilton-ter  | 18      | 10          | 38            | 40            | 34           | 18 | 18      | 10          | 38            | 40            | 34           |
| St. Martin's-lane, New-street.....  | 10      | 20          | 18            | 20            | 18           | 20 | 10      | 20          | 18            | 20            | 18           |
| St. Paul's Church-yard.....         | 18      | 2           | 8             | 10            | 18           | 24 | 18      | 2           | 8             | 10            | 18           |
| Shadwell, Shadwell Market.....      | 30      | 4           | 4             | 20            | 28           | 34 | 30      | 4           | 4             | 20            | 28           |
| Shoreditch, Church-street.....      | 20      | 3           | 4             | 14            | 28           | 30 | 20      | 3           | 4             | 14            | 28           |
| Sloane-street, Exeter-street.....   | 24      | 2           | 0             | 30            | 30           | 20 | 24      | 2           | 0             | 30            | 20           |
| Smithfield, Long-lane.....          | 14      | 2           | 8             | 14            | 20           | 24 | 14      | 2           | 8             | 14            | 20           |
| Soho-square.....                    | 10      | 18          | 20            | 24            | 20           | 0  | 10      | 18          | 20            | 24            | 20           |
| South Lambeth, Crown & Thistle.     | 28      | 30          | 20            | 20            | 20           | 28 | 28      | 30          | 20            | 20            | 28           |
| South Western Terminus, Nine Elms   | 18      | 2           | 8             | 10            | 14           | 20 | 18      | 2           | 8             | 10            | 14           |
| Stamford-street, Hatfield-street .. | 14      | 20          | 14            | 20            | 20           | 18 | 14      | 20          | 14            | 20            | 20           |
| Strand, Surrey-street.....          | 24      | 30          | 14            | 10            | 14           | 20 | 24      | 30          | 14            | 10            | 14           |
| Surrey Zoological Gardens, Manor pl | 0       | 8           | 20            | 30            | 28           | 28 | 0       | 8           | 20            | 30            | 28           |
| Titchfield-street, Mary-le-bone-st. | 24      | 38          | 0             | 8             | 10           | 24 | 24      | 38          | 0             | 8             | 10           |
| Tooley-street, Weaver's-lane.....   | 10      | 18          | 20            | 28            | 20           | 10 | 10      | 18          | 20            | 28            | 20           |
| Tottenham-court-road, Oxford-st.    | 20      | 34          | 0             | 8             | 18           | 24 | 20      | 34          | 0             | 8             | 18           |
| Tower-street, Mark-lane.....        | 24      | 28          | 18            | 18            | 18           | 24 | 24      | 28          | 18            | 18            | 24           |
| Vauxhall-bridge, Surrey side.....   | 18      | 30          | 14            | 10            | 14           | 18 | 18      | 30          | 14            | 10            | 14           |
| Victoria Theatre.....               | 24      | 30          | 14            | 10            | 10           | 24 | 24      | 30          | 14            | 10            | 24           |
| Walcot-place, Pownall-terrace.....  | 24      | 34          | 14            | 14            | 14           | 20 | 24      | 34          | 14            | 14            | 20           |
| Walworth, Manor-place.....          | 28      | 40          | 10            | 20            | 30           | 14 | 28      | 40          | 10            | 20            | 30           |
| Wapping, Dundee Wharf.....          | 30      | 44          | 14            | 24            | 34           | 18 | 30      | 44          | 14            | 24            | 34           |
| Waterloo-bridge, Surrey side.....   | 14      | 24          | 14            | 14            | 18           | 18 | 14      | 24          | 14            | 14            | 18           |
| Watling-street, Queen-street.....   | 18      | 30          | 0             | 8             | 14           | 24 | 18      | 30          | 0             | 8             | 14           |
| Welbeck-street, Little Welbeck-st.  | 10      | 14          | 30            | 28            | 28           | 28 | 10      | 14          | 30            | 28            | 28           |
| Westminster Abbey, west door.....   | 18      | 24          | 18            | 18            | 14           | 24 | 18      | 24          | 18            | 18            | 14           |
| "    Bridge, centre.....            | 18      | 24          | 18            | 14            | 14           | 24 | 18      | 24          | 18            | 14            | 14           |
| Whitechapel, Union-street.....      | 24      | 38          | 14            | 18            | 30           | 20 | 24      | 38          | 14            | 18            | 30           |
| Wimpole-st., Wigmore-street.....    | 10      | 30          | 30            | 28            | 28           | 28 | 10      | 30          | 30            | 28            | 28           |
| Wood-street, Fell-street.....       | 18      | 30          | 10            | 18            | 28           | 10 | 18      | 30          | 10            | 18            | 28           |

The above Tables having been carefully revised by a Government Officer, may be relied upon as correct.

Persons leaving Property in Hackney Carriages should apply at the Hackney Carriage Office, Stamps and Taxes, Somerset House, between 10 a.m. and 3 p.m.

Information relative to disputed Charges will be given at the Branch Office.—Coach Fares are one half more than the above Rates.

† This Station being beyond three miles from the Post Office, Back Fare 8d. for Cabs, 1s. for Coaches, can be demanded after 3 p.m., and before 5 a.m.

† This Station comprises the South Eastern, Brighton, and Greenwich Railways.—L. B., London Bridge; B. A., Bricklayers' Arms.

EXTRACT from Act of 1st and 2nd William IV, Cap. 22, Clause 42.—"That if the driver of any hackney carriage shall refuse to drive such hackney carriage with all reasonable and proper expedition, or if the proprietor or driver of any hackney carriage shall exact or demand for the hire thereof more than the proper sum limited and allowed for the same by this act, every such proprietor or driver so offending shall forfeit forty shillings.

Clause 43.—"That no agreement whatever made with the driver of any hackney carriage for the payment of more than his proper fare, as the same is allowed and limited by this act, shall be binding on the person making the same; but that any such person may, notwithstanding any such agreement, refuse, on discharging such hackney carriage, the payment of any sum beyond the proper fare as allowed and limited as aforesaid; and in case any person shall actually pay to the driver of any hackney carriage, whether in pursuance of any such agreement or not, any sum exceeding his said proper fare, which shall have been demanded or required by such driver, the person paying the same shall be entitled, on complaint made against such driver before any Justice of the Peace, to recover back the sum paid beyond the proper fare, and moreover such driver shall forfeit as a penalty for such exaction the sum of forty shillings; and in default of the repayment by such driver of such excess of fare, or of payment of the said penalty, such Justice shall forthwith commit such driver to prison, there to remain for any time not exceeding one calendar month, unless the said excess of fare and the said penalty shall be sooner paid."

Every hackney carriage is required by law to have inscribed on it the number of persons which the driver must carry for his legal fare, which is generally in a cab drawn by one horse two persons, and when drawn by two horses, four persons. The law is silent as to additional passengers or luggage. If these are carried WITHOUT SPECIAL AGREEMENT, it has been held by the magistrates that the driver is only entitled to his legal fare. If the driver, before starting, object to carry an extra number, or to carry luggage, the parties must make a special bargain as to the extra passengers or luggage over and above the legal fare. No clear decision has been made as to what constitutes LUGGAGE; but no claim for extra pay has been allowed for luggage, when the parties have not had more than they could carry with them in their own hands into the carriage.—ED. GUIDE.

70 General Steam Navigation Company, 69, Lombard-st., & 37, Regent Circus.

# GENERAL STEAM NAVIGATION COMPANY.

INCORPORATED BY ACT OF PARLIAMENT.

OFFICES IN LONDON.

Chief—69, Lombard-street.—Branch—37, Regent Circus, Piccadilly,  
35, Leadenhall-street.

Particulars of the Departures, &c., of the Company's Ships for the Month of

## MARCH, 1847,

### LONDON & HAMBURGH,

From and to the Custom House or Tower, with Her Majesty's Mails.

Caledonia, Capt. H. W. Gibbs.—Countess of Lonsdale, Capt. R. S. Stranack.

John Bull, Capt. J. P. Corbin.—Princess Royal, Capt. H. Whittingham.

Wilberforce, Capt. W. Phillips.

From LONDON.

|                             |                                |                                |
|-----------------------------|--------------------------------|--------------------------------|
| Wednesday... 3 March 2 a.m. | Saturday ..... 13 March 6 a.m. | Wednesday .... 24 March 6 a.m. |
| Saturday ..... 6 " 3 "      | Wednesday .... 17 " 1 "        | Saturday ..... 27 " 6 "        |
| Wednesday... 10 " 5 "       | Saturday ..... 20 " 3 "        | Wednesday .... 31 " 1 "        |

From HAMBURGH.

|                             |                               |                             |
|-----------------------------|-------------------------------|-----------------------------|
| Wednesday .. 3 March 2 a.m. | Friday ..... 12 Mar. 12 night | Wednesday .. 24 Mar. 7 a.m. |
| Saturday ..... 6 " 4 "      | Wednesday .. 17 " 2 a.m.      | Friday ..... 26 " 12 night. |
| Wednesday .. 10 " 7 "       | Saturday ..... 20 " 4 "       | Wednesday .. 31 " 1 a.m.    |

N.B.—Should the Packet not be able to proceed to Hamburg on account of Ice, passengers, at their own expense, will be landed with the Mail at Cuxhaven, or Heligoland, as the state of the navigation may render necessary.—When the Elbe is unnavigable on account of Ice, the Packets start from Cuxhaven, or from Heligoland, upon the Mails from Hamburg being put on board.

FARES.—Chief cabin, £4;—Fore cabin, £3;—Four-wheel carriages, £10;—Two-wheel ditto £6;—Horses, £7;—Dogs, £1 each.

Agents.—In London, Mr. I. NORMAN, 1, Water-lane, Tower-street; in Hamburg, Mr. G. DELAVAL, 37, Stubbenhuck.

Passengers must be on board before 12 o'clock on Tuesday and Friday evenings.

Carriages and Horses must be sent to Custom House Quay, Lower Thames-street, by 12 o'clock the day previous to the departure of the Packets.

### LONDON & ANTWERP,

AND THE RHINE.

Direct from and to Brunswick Wharf, Blackwall.—PASSENGERS WALK ON BOARD.

Soho, Captain J. F. Cullen.

This Vessel carries a Bag of Letters from the Post-Office.

From LONDON.

From ANTWERP.

Every THURSDAY at 10 in the Morning.

Every SUNDAY at 10½ in the Morning.

N.B.—Should the Packet not be able to proceed to Antwerp on account of Ice, Passengers, at their own expense, will be landed at Ostend, or the nearest safe Belgian Port, as the state of the navigation may render necessary.

Broker.—In London, Mr. GEORGE RAHN, 52, Mark Lane.—Agents.—In Antwerp, Mr. S. BREQUIGNY, Quai Jordaens; in Brussels, Mr. W. MIDDLETON, 92, Montagne de la Cour.

FARES.—Chief cabin, £2 2s.;—Fore cabin, £1 12s. 6d.;—Children under 10 years, half price;—Coach, £6;—Chariot, £5;—Light caleche, £4;—Two-wheel carriages, £3;—Horses, £5;—Dogs, 10s. each.

For Rhine Agents, and full particulars, see pages 74 and 75.



## LONDON AND OSTEND,

### AND THE RHINE.

Direct from and to Brunswick Wharf, Blackwall.

PASSENGERS WALK ON BOARD.

**Triton, Capt. W. H. Taylor.**—Sir Edward Banks, Capt. R. Ovenden.

**Menai, Capt. W. Mortleman.**

These Vessels carry a Bag of Letters from the Post Office.

#### From LONDON.

|                              |                               |                             |
|------------------------------|-------------------------------|-----------------------------|
| Wednesday... 3 March 11 a.m. | Saturday.... 13 March 10 a.m. | Wednesday.. 24 March 5 a.m. |
| Saturday..... 6 " 4 "        | Wednesday... 17 " 11 "        | Saturday..... 27 " 10 "     |
| Wednesday.. 10 " 5 "         | Saturday.... 20 " 4 "         | Wednesday.. 31 " 11 "       |

#### From OSTEND.

|                             |                             |                             |
|-----------------------------|-----------------------------|-----------------------------|
| Tuesday.... 2 March 11 p.m. | Friday..... 12 March 9 p.m. | Wednesday.. 24 March 5 a.m. |
| Saturday..... 6 " 1 a.m.    | Tuesday..... 16 " 11 "      | Friday..... 26 " 9 p.m.     |
| Wednesday.. 10 " 4 "        | Saturday.... 20 " 1 a.m.    | Tuesday..... 30 " 10 "      |

FARES.—Chief cabin, £1 10s.;—Fore cabin, £1 5s.;—Children under 10 years, half-price;—Four-wheel carriages, £4 4s.;—Two-wheel ditto, £2 2s.;—Horses, £4 4s.;—Dogs, 5s. each.

Brokers—In London, Mr. L. REDHEAD, 59, Mark-lane; in Ostend, Messrs. J. HERREWYN & Co.  
—Agents—In Ostend, Mr. R. ST. AMOUR, Grande Place; in Gand, Mr. I. VAN AKEN, Place St. Michel;  
in Brussels, Mr. W. MIDDLETON, 92, Montagne de la Cour.

## LONDON & ROTTERDAM,

### AND THE RHINE.

With Her Majesty's Mails.

PASSENGERS WALK ON BOARD.

**Rainbow, Capt. William Norwood.**—Giraffe, Capt. Robert Stranack.—

**Ocean, Capt. Joseph C. Hast.**

FARES.—Chief Cabin, £2 2s.;—Fore Cabin, £1 12s. 6d.—Coach, £6.—Chariot, £5.—Light Calèche, £4.—Two-wheel Carriages, £3.—Horses, £5.—Dogs, 10s. each.

#### From LONDON.

Every Wednesday and Saturday Morning, from BRUNSWICK WHARF, Blackwall, at 10 precisely.

#### From ROTTERDAM.

|                             |                              |
|-----------------------------|------------------------------|
| Wednesday.. 3 March 11 a.m. | Wednesday.. 17 March 10 a.m. |
| Saturday.... 6 " 1 p.m.     | Saturday.... 20 " 12 noon.   |
| Wednesday.. 10 " 7 a.m.     | Wednesday.. 24 " 7 a.m.      |
| Saturday.... 13 " 7 "       | Saturday.... 27 " 7 "        |
|                             | Wednesday.. 31 " 10 "        |

Passengers can book direct from London via Rotterdam, Antwerp, or Ostend, to places on the Rhine, as far as Basle, viz.—to Dusseldorf, Cologne, Coblenz, Wiesbaden, Mayence, Mannheim, Baden, Kehl, and Basle, including Baden Railroad and Diligence Fare.

N.B. Should the Packet not be able to proceed to Rotterdam, on account of Ice, Passengers, at their own expense, will be landed with the Mail at the Brielle, or Helvoetsluys, or the nearest safe Dutch Port as the state of the navigation may render necessary.

Broker—In London, Mr. GEORGE RAHN, 52, Mark Lane.—Agents—In Rotterdam, Mr. W. SMITH and Mr. P. A. VAN ES.

## LONDON & CALAIS,

Direct from and to London Bridge Wharf.—PASSENGERS WALK ON BOARD.

**Belfast, Capt. H. Lomax.—Tourist, Capt. J. Pashley.**

### From LONDON.

|                            |                            |                            |
|----------------------------|----------------------------|----------------------------|
| Thursday.. 4 Mar... 2 a.m. | Sunday ....14 Mar.. 9 a.m. | Thursday ..25 Mar.. 7 a.m. |
| Sunday... 7 " .. 2 "       | Thursday ...18 " .. 2 "    | Sunday ....28 " .. 9 "     |
| Thursday..11 " .. 7 "      | Sunday ....21 " .. 2 "     |                            |

### From Calais.

|                             |                              |                                |
|-----------------------------|------------------------------|--------------------------------|
| Thursday.... 4 Mar.. 1 a.m. | Saturday .. 13 Mar...10 p.m. | Thursday ....25 Mar. 6 a.m.    |
| Sunday .... 7 " .. 4 "      | Thursday ...18 " .. 1 a.m.   | Saturday ....27 " .. 10 night. |
| Thursday....11 " .. 5 "     | Sunday ....21 " .. 4 "       |                                |

These Vessels carry Merchandise as well as Passengers.

Brokers—In London, Mr. L. REDHEAD, 59, Mark-lane, and Mr. C. H. HACKETT, 8, Savage Gardens, Tower Hill; in Calais, Mr. C. de RHEIMS, and Mr. G. F. SPIERS.

Agent—In Calais, Mr. A. SPIERS, Grande Place.

FARES.—Chief cabin, 15s.;—Fore cabin, 10s.;—Children under 10 years, half price. Messenger or Courier with despatches, £2 2s. extra Fare.—Four-wheel carriages, £3.; Two-wheel ditto, £1 10s.; Horses, £2.; Dogs, 5s.

Passengers and Parcels booked throughout from London to Paris.

## LONDON & BOULOGNE,

Direct from and to London Bridge Wharf.—PASSENGERS WALK ON BOARD.

**Harlequin, Capt. R. Major.—William Jolliffe, Capt. H. Cheesman.**

### From LONDON.

|                                |                                |                                |
|--------------------------------|--------------------------------|--------------------------------|
| Thursday .... 4th Mar..11 a.m. | Thursday ....18th Mar..11 a.m. | Thursday ....25th Mar.. 6 a.m. |
| Thursday ....11th " .. 6 "     |                                |                                |

### From BOULOGNE.

|                                |                               |                                |
|--------------------------------|-------------------------------|--------------------------------|
| Sunday ..... 7th Mar.. 3 a.m.  | Sunday .....21st Mar.. 3 a.m. | Saturday.....27th Mar..10 p.m. |
| Saturday .....13th " ..10 p.m. |                               |                                |

\* These Vessels carry Merchandise as well as Passengers.

Agents—In London, Mr. I. NORMAN, 1 Water-lane Tower-street; in Boulogne, Mr. W. HUGHES and Mr. DELATTRE, Rue de l'Ecu, 55.

FARES.—Chief cabin, 15s.;—Fore Cabin, 10s.;—Children under 10 years, half price. Messenger or Courier with despatches, £2 2s. extra Fare. Four-wheel carriages, £3.;—Two-wheel ditto £1 10s.;—Horses, £2 Dogs, 5s.

Passengers and Parcels booked throughout from London to Paris.

## LONDON & HAVRE,

Direct from and to St. Katherine's Steam Wharf.—PASSENGERS WALK ON BOARD.

**James Watt, Capt. J. Ferguson,—Columbine, Captain J. Fife.**

These Vessels carry a bag of Letters from the Post Office.

### From LONDON

|                            |                            |                              |
|----------------------------|----------------------------|------------------------------|
| Friday ..... 5 Mar. 8 a.m. | Sunday..... 14 Mar. 8 a.m. | Thursday..... 25 Mar. 8 a.m. |
| Wednesday....10 " .. 8 "   | Saturday..... 20 " .. 8 "  | Tuesday ..... 30 " .. 8 "    |

### From HAVRE.

|                              |                           |                              |
|------------------------------|---------------------------|------------------------------|
| Friday ..... 5 Mar.12½ noon. | Monday.....15 Mar. 7 p.m. | Thursday.... 25 Mar. 5 p.m.  |
| Wednesday....10 " .. 3 p.m.  | Saturday..... 20 " .. 1 " | Tuesday .... 30 " .. 10 a.m. |

FARES—chief cabin, £1 10s.; fore cabin, £1.—Children under 10 years of age, half price.—Four-wheel carriages, £4 4s.; Two-wheel carriages, £3 3s.; Horses, £2 10s.; Dogs, 5s. each.

For other particulars, apply to Broker in London, Mr. L. REDHEAD, 59, Mark-lane—Agent in Havre, Mr. P. ALBRECHT.—In Rouen, Mr. F. G. TURNER, 13, Quai de la Bourse.



## LONDON & HULL,

From and to London Bridge Wharf, where all goods are requested to be sent.

**The Waterwitch, Capt. N. Gibson—Vivid, Capt. J. Agars.**

Leaving London for Hull every Tuesday and Friday Morning at Eight.

Leaving Hull for London every Tuesday and Saturday at One in the afternoon.

**FARES**—Saloon, 17s. 6d.; Fore cabin, 10s.; Coach, £3 10s.; Four-wheel carriages, (for single horses) £2 5s.; Gig, £1 11s. 6d.; Horses, £2 2s.; Dogs, 2s. 6d.; Cattle, per head, £1 10s.; ditto, Scotch or Irish, £1 1s.; exclusive of Shipping and Wharfage.

Agent in London, Mr. EDWARD ABELL, 41, Fish-street Hill.—Hull, Mr. H. D. PAULING.

## LONDON & EDINBURGH,

The New and Splendid Steam Ships

**Trident, Clarence, and Leith,**

Are appointed to leave Brown's Wharf, adjoining the West India Dock Tavern, Poplar,

Trident—Wednesdays, March 3rd, 17th, and 31st, 10 p.m. Clarence—Saturdays, 6th, 20th, and April 3rd 10 p.m. Leith—Saturdays, 13th, 27th, and April 10th, 10 p.m.

Leaving Edinburgh for London on the same days at 3 p.m.

**FARES**, including Provisions :—Chief cabin, £3; Fore cabin, £1 15; Children under 12 years of age, half price. Coach, £9 9s; Charlot, £8 8s; Britzka or Landau, £7 7s; Phaeton, large, £6 6s; Phaeton, small, £5 5s; Gig, large, £3 13s. 6d; Gig, small, £3 3s; Horse, £5 5s; Pony, 12 and under 14 hands, £4 4s; Pony under 12 hands, £3 3s; Pony, Shetland, £1 11s. 6d; exclusive of Provender, Wharfage, and Shipping: Dogs, 10s. each.

Agents—Mr. R. W. HAMILTON, 21, Waterloo-place, Edinburgh; 14, Shore, Leith.—Mr. J. MATHER, 144, Queen-street, Glasgow.

## LONDON & YARMOUTH.

From and to London Bridge Wharf, where all Goods are requested to be sent.

**The Ramona and W. Jolliffe.**

Leaving LONDON for YARMOUTH, every Wednesday and Saturday, at 6 p.m.

Leaving YARMOUTH for LONDON, March 3rd, at 11 a.m.; 6th, 12 noon; 10th, 3 p.m.; 13th, 4 p.m.; 17th, 6 a.m.; 20th, 12 noon; 24th, 3 p.m.; 27th, 4 p.m.; 31st, 6 p.m.

Saloon, 10s.; fore cabin, 5s.

**Agents**:—London, Mr. E. ABELL, Company's Office, 41, Fish-street Hill. Yarmouth and Norwich, Mr. CHERRY.

## LONDON & NEWCASTLE.

**London Merchant, Capt. J. Stranack.—City of Hamburg, Capt. W. Wade.**

From and to Hore's Steam Wharf, Wapping.

From LONDON, every Saturday, at 8 p.m.

From NEWCASTLE, March 6th, at 5 a.m.; 13th, 11 a.m.; 20th, 5 a.m.; 27th, 11 a.m.

**FARES**:—Chief cabin, £1 10s.; Second cabin, £1; Carriage, £5; Phaeton, £4 and £3; Gigs, £3 and £2 10s; Horses, £3 3s; Dogs, 6s; exclusive of Wharfage and Shipping.

**Agents**—Newcastle, Messrs. A. PARKER & SHIELD:—Carlisle, Mr. JOSEPH PARKER:—London Mr. C. R. COLMAN, Iron Gate Wharf.

### Agents of Dusseldorf Rhine Steam Navigation Company:—

Rotterdam, Mr. I. P. de Cock; Arnhem, Mr. C. Balk, on the Quay; Emmerich, Messrs. Stevens, Salzmann and Co.; Dusseldorf, the Company's Chief Office; Aix-la-Chapelle, Mr. Wengler; Cologne, Mr. Fred. Langen, Heumarket, opposite the Guard House, and on the Rhine; Bonn, Mr. F. Burkhart; Coblenz, Mr. Ludwig Wirth; Neuwied, Mr. I. Cäsar; Bingen, Mr. A. Fischer; Bieberich and Wiesbaden Mr. J. R. Lembach; Mayence, Dr. Strecker; Frankfurt, Mr. Thomas Fletcher, at Messrs. Gogel, Koch, & Co., Mr. G. Krebs, Zeil, opposite the Post Office; Worms, Mr. Steinart; Mannheim, Mr. Reichard; Carlsruhe, Mr. I. Stieber; Baden Baden, Mr. Thiergaertner, Post Master.

---

*The Packets will start at the times specified, weather permitting.*

---

All Goods are taken by these Steam Packets at very moderate Freights, for which apply to the Agents or Brokers. Small Packages as per agreement. Primage 15 per cent. In London the Goods must be Shipped before Three o'clock on the day of the Ship's clearing, and cannot be received on board without an Order from the Brokers.

The charge for BULLION and PAPERS of value, not exceeding £300 is 7s. 6d. Above that sum one-eighth per cent. on their value. The charge for BONDS, if above £300 and not exceeding £4000, is one-eighth per cent. on their actual value. If above £4000, one shilling and sixpence per cent on the extra amount.

All Small PARCELS, SAMPLES, and PATTERNS, are recommended to be brought to the OFFICES OF THE COMPANY, 37, REGENT CIRCUS, or 69, LOMBARD-STREET, whence they are Shipped without any charge beyond the actual expenses. They must be brought to 37, REGENT CIRCUS, PICCADILLY, before One o'clock, or to 69, LOMBARD-STREET, before Two o'clock on the day previous to the departure of the Packets, to allow of inspection by the Customs.—N.B. No charge is made for the delivery of Parcels in London, beyond what is stated in the account accompanying them.

One cwt. of PERSONAL BAGGAGE is allowed to each chief cabin passenger, and Freight charged on all above that quantity. Passengers are requested to have all the packages composing their baggage distinctly marked with their names, and to take the whole on board with them. Baggage is not subject to examination on quitting London, but remains in the custody and under the control of the person to whom it belongs; and the Company is not liable for any damage or loss of it, nor for any unavoidable delays or accidents, nor Sea Risks of any kind whatsoever,

CARRIAGES, HORSES, and BAGGAGE, being the bona fide property of Passengers from Hamburg and Havre landed free of expense in London. Carriages and Horses, being the bona fide property of Passengers going to Hamburg, shipped free of expense in London. CARRIAGES (properly directed) and HORSES for embarkation from London, must be sent in charge of proper persons, as follows:—for HAMBURG, to Custom House Quay, Lower Thames-street, by 12 o'clock on the day previous, to the departure of the Packets.—For ANTWERP and ROTTERDAM, to Brunswick Wharf, Blackwall; and for OSTEND, CALAIS, and BOULOGNE, to London Bridge Wharf; and for HAVRE, to St. Katherine's Wharf, two hours previous to the departure of the Packets.

To secure BERTHS apply at the GENERAL STEAM NAVIGATION COMPANY'S OFFICES 69, LOMBARD-STREET, REGENT CIRCUS, PICCADILLY, and at 35, LEADENHALL STREET LONDON where every information may be had.



# General Steam Navigation Company,

In correspondence with the Dusseldorf Steam Navigation Company's unrivalled and fast Boats between

## ROTTERDAM & MANHEIM,

And the Rail Road of the Grand Duke de Bade between **MANHEIM & BASLE.**

Passengers can book by these splendid conveyances in London, at the Offices, and on the Continent at the Agents of the General Steam Navigation Company; of the Agents of the Dusseldorf Steam Navigation on the Rhine, and at the Offices of the Grand Ducal Baden Railway *via* Rotterdam, Antwerp, or Ostend.

### AGENTS:

|                              |                                                 |
|------------------------------|-------------------------------------------------|
| <b>ROTTERDAM</b> .....       | Mr. W. SMITH, and Mr. P. A. VAN ES.             |
| <b>COLOGNE</b> .....         | Mr. J. SIMONIS, 2, Frederick Wilhelm-street.    |
| <b>AIX-LA-CHAPELLE</b> ..... | Mr. J. A. MAYER, Library.                       |
| <b>SPA</b> .....             | Mr. DOMMARTIN, Library.                         |
| <b>ANTWERP</b> .....         | Mr. C. BREQUIGNY.                               |
| <b>OSTEND</b> .....          | Mr. ST. AMOUR, Grande Place.                    |
| <b>GAND</b> .....            | Mr. I. VAN AKEN, Place St. Michel.              |
| <b>BRUSSELS</b> .....        | Mr. W. MIDDLETON, 92, Montagne de la Cour.,     |
| <b>PARIS</b> .....           | Mr. F. SPIERS, 9, Rue de la Paix.               |
| <b>HAVRE</b> .....           | Mr. . ALBRECHT, Quai Notre Dame 15.             |
| <b>ROUEN</b> .....           | At the Company's Office, 13, Quai de la Bourse. |
| <b>DIEPPE</b> .....          | Mr. D. L. CHAPMAN.                              |
| <b>BOULOGNE</b> .....        | Mr. W. HUGHES, and Mr. DELATTRE.                |
| <b>CALAIS</b> .....          | Mr. A. SPIERS, Grande Place.                    |
| <b>HAMBURG</b> .....         | Mr. G. DELAVAL, 37, Stubbenhuck.                |

## An Alphabetical List of the Distances,

IN ENGLISH MILES, OF THE PRINCIPAL TOWNS FROM LONDON, TO PLACES RESORTED TO BY TOURISTS TO WHICH ARE ADDED, THOSE BETWEEN SOME OF THE CONTINENTAL TOWNS.

|                             | Miles. |                                    | Miles. |                                   | Miles. |
|-----------------------------|--------|------------------------------------|--------|-----------------------------------|--------|
| Abbeville .....             | 190    | Florence .....                     | 1160   | Moscow .....                      | 1396   |
| Aix-la-Chapelle .....       | 330    | Frankfort O. M. ....               | 544    | Naples .....                      | 1450   |
| Amsterdam .....             | 248    | Frieburg .....                     | 739    | Neurenburg, from Frankfort        |        |
| Arnhem .....                | 270    | Gand .....                         | 177    | on Main .....                     | 126    |
| Baden-Baden .....           | 650    | Geneva .....                       | 1080   | Neurenburg, from Leipzig ..       | 159    |
| Basel .....                 | 780    | Gratz, from Vienna .....           | 120    | Offenburg .....                   | 698    |
| Berlin .....                | 644    | Hague .....                        | 212    | Prague, from Vienna .....         | 196    |
| Berlin, from Hamburg .....  | 175    | Havre, by Brighton .....           | 137    | Prague, from Frankfort O. M. .... | 290    |
| Bern .....                  | 830    | Havre, by Southampton .....        | 198    | Prague, from Dresden .....        | 94     |
| Bieberich .....             | 510    | Heidelberg .....                   | 589    | Paris, by Brighton .....          | 241    |
| Bonn .....                  | 420    | Kehl .....                         | 684    | Paris, by Southampton .....       | 340    |
| Bordeaux, from Paris .....  | 346    | Leghorn .....                      | 1240   | Rome .....                        | 1380   |
| Breslau, from Berlin .....  | 202    | Leipzig, from Frankfort O. M. .... | 210    | Rouen, by Brighton .....          | 157    |
| Breslau, from Dresden ..... | 154    | Liege .....                        | 300    | Rouen, by Southampton .....       | 256    |
| Brussels .....              | 250    | Lyons, from Paris .....            | 290    | Stuttgart .....                   | 678    |
| Carlsruhe .....             | 625    | Mainz .....                        | 517    | Schaffhausen .....                | 790    |
| Caub .....                  | 485    | Mannheim .....                     | 571    | St. Petersburg, from Berlin ..    | 1060   |
| Coblenz .....               | 458    | Milan .....                        | 942    | Strasbourg, from Paris .....      | 258    |
| Cologne .....               | 400    | Milan, from Venice .....           | 200    | Trieste, from Venice .....        |        |
| Constance .....             | 820    | Magdeburg, from Hamburg .....      | 157    | Utrecht .....                     | 230    |
| Dijon, from Paris .....     | 318    | Magdeburg, from Leipzig .....      | 74     | Vienna, from Frankfort O. M. .... | 437    |
| Dresden, from Prague .....  | 94     | Magdeburg, from Dresden .....      | 134    | Vienna, from Trieste .....        | 319    |
| Dusseldorf .....            | 368    | Marselles, from Paris .....        | 500    | Venice, from Milan .....          | 200    |
| Elberfeld .....             | 388    | Munich, from Frankfort O. M. ....  | 214    | Wiesbaden .....                   | 530    |
| Emmerich .....              | 300    | Munich, from Vienna .....          | 276    | Zurich .....                      | 820    |

# STEAM COMMUNICATION

## BETWEEN

# LIVERPOOL AND GLASGOW.

THE GLASGOW AND LIVERPOOL STEAM SHIPPING COMPANY'S STEAMERS,  
**ORION**,..... **Capt. MAIN**, | **VICEROY**..(chartered)..**Capt. STOKES**,

THE CITY OF GLASGOW STEAM PACKET COMPANY'S STEAMERS,  
**ADMIRAL**,..... **Capt. BOYD**, | **COMMODORE**,..... **Capt. HARDIE**,

AND

GLASGOW AND LIVERPOOL ROYAL STEAM PACKET COMPANY'S STEAMER,  
**PRINCESS ROYAL**,..... **Capt. CRAWFORD**,

Or other Steam Ships, Sail between Glasgow and Liverpool, with Goods and Passengers as under:

### *From Liverpool.*

**MARCH, 1847.**

|                |          |           |         |
|----------------|----------|-----------|---------|
| PRINCESS ..... | Monday   | 1st March | 11 a.m. |
| COMMODORE ..   | Tuesday  | 2nd ..    | 11 ..   |
| VICEROY .....  | Thursday | 4th ..    | 12 noon |
| PRINCESS ..... | Saturday | 6th ..    | 1 p.m.  |
| COMMODORE ..   | Monday   | 8th ..    | 2 ..    |
| VICEROY .....  | Tuesday  | 9th ..    | 2 ..    |
| PRINCESS ..... | Thursday | 11th ..   | 4 ..    |
| COMMODORE ..   | Saturday | 13th ..   | 7 ..    |
| VICEROY .....  | Monday   | 15th ..   | 8½ ..   |
| PRINCESS ..... | Tuesday  | 16th ..   | 9½ ..   |
| COMMODORE ..   | Thursday | 18th ..   | 11 a.m. |
| VICEROY .....  | Saturday | 20th ..   | 1 p.m.  |
| PRINCESS ..... | Monday   | 22nd ..   | 2 ..    |
| COMMODORE ..   | Tuesday  | 23rd ..   | 3 ..    |
| VICEROY .....  | Thursday | 25th ..   | 5 ..    |
| PRINCESS ..... | Saturday | 27th ..   | 6½ ..   |
| COMMODORE ..   | Monday   | 29th ..   | 9 ..    |
| VICEROY .....  | Tuesday  | 30th ..   | 9 ..    |
| PRINCESS ..... | Thursday | 1st April | 11 a.m. |
| COMMODORE ..   | Saturday | 3rd ..    | 12 noon |

No Goods will be taken unless alongside at least one hour before the advertised time of sailing.

### *From Glasgow.*

**MARCH, 1847.**

|                |           |           | RAIL TO<br>GREENOCK. |
|----------------|-----------|-----------|----------------------|
| VICEROY .....  | Tuesday   | 2d March, | 11 a.m. 1 p.m.       |
| PRINCESS ..... | Wednesday | 3d ..     | 11 .. 1 ..           |
| COMMODORE ..   | Thursday  | 4th ..    | 12 noon 3 ..         |
| VICEROY .....  | Saturday  | 6th ..    | 1 p.m. 3 ..          |
| PRINCESS ..... | Tuesday   | 9th ..    | 2 .. 5 ..            |
| COMMODORE ..   | Wednesday | 10th ..   | 3 .. 5 ..            |
| VICEROY .....  | Thursday  | 11th ..   | 5 .. 6 ..            |
| PRINCESS ..... | Saturday  | 13th ..   | 6 ..                 |
| COMMODORE ..   | Tuesday   | 16th ..   | 10 a.m. 1 ..         |
| VICEROY .....  | Wednesday | 17th ..   | 10 .. 1 ..           |
| PRINCESS ..... | Thursday  | 18th ..   | 11 .. 1 ..           |
| COMMODORE ..   | Saturday  | 20th ..   | 1 p.m. 3 ..          |
| VICEROY .....  | Tuesday   | 23rd ..   | 3 .. 5 ..            |
| PRINCESS ..... | Wednesday | 24th ..   | 4 .. 6 ..            |
| COMMODORE ..   | Thursday  | 25th ..   | 5 .. 6 ..            |
| VICEROY .....  | Saturday  | 27th ..   | 7 ..                 |
| PRINCESS ..... | Tuesday   | 30th ..   | 10 a.m. 1 ..         |
| COMMODORE ..   | Wednesday | 31st ..   | 10 .. 1 ..           |
| VICEROY .....  | Thursday  | 1st April | 11 .. 1 ..           |
| PRINCESS ..... | Saturday  | 3rd ..    | 12 noon 3 ..         |

Passengers leaving Glasgow by the Railway Trains at the hours noted above, will be in time to join the Vessel at Greenock.

**FARES:—CABIN, 15s.; STEWARD'S FEE, 2s.; STEERAGE, 5s.**

**Agents for the Orion and Viceroy.**

**G. and J. BURNS,**  
9, Buchanan-street, Glasgow.

**T. MARTIN and BURNS and Co.,**  
7, Water-street, Liverpool.

**Agents for the Admiral and Commodore.**

**THOMSON and MacCONNELL,**  
15, Jamaica-street, Glasgow.

**DAVID MacIVER and Co.,**  
12, Water-street, Liverpool.

**Agents for Princess Royal.**

**M. LANGLANDS,**  
32, St. Enoch-sq., Glasgow.

**ROBERT LAMONT,**  
23, Water-street, Liverpool



# STEAM PACKETS FOR MARCH.

**CITY OF DUBLIN STEAM PACKET COMPANY.**  
INCORPORATED BY ACT OF PARLIAMENT.

## FROM DUBLIN TO LIVERPOOL.

The Company's Mail Packets, IRON DUKE, PRINCE, and PRINCESS, from Kingstown Harbour, every evening at half-past 6 o'clock, with passengers only.

The Company's Trading Steamers, for the conveyance of passengers & cargo sail from North Wall as follows

|                          |                           |                            |                           |
|--------------------------|---------------------------|----------------------------|---------------------------|
| Monday, 1st Mar. 8 p.m.  | Tuesday, 9th Mar. 1 p.m.  | Wednesday 17th Mar. 9 p.m. | Thursday 25th Mar. 3 p.m. |
| Tuesday, 2nd.... 9 p.m.  | Wednesday 10th.... 2 p.m. | Thursday 18th.... 9 p.m.   | Friday 26th.... 4 p.m.    |
| Wednesday 3rd.... 9 p.m. | Thursday 11th.... 3 p.m.  | Friday 19th.... 10 a.m.    | Saturday 27th.... 5 p.m.  |
| Thursday, 4th.... 9 p.m. | Friday 12th.... 4 p.m.    | Saturday 20th.... 11 a.m.  | Monday 29th.... 7 p.m.    |
| Friday 5th.... 10 a.m.   | Saturday 13th.... 5 p.m.  | Monday 22nd.... 1 p.m.     | Tuesday 30th.... 8 p.m.   |
| Saturday 6th.... 11 a.m. | Monday 15th.... 7 p.m.    | Tuesday 23rd.... 1 p.m.    | Wednesday 31st.... 8 p.m. |
| Monday 8th.... 12 noon   | Tuesday, 16th.... 8 p.m.  | Wednesday 24th.... 2 p.m.  |                           |

## DUBLIN TO BELFAST.

Every TUESDAY, with Goods and Passengers, at moderate rates.

Tuesdays, March 2nd, 9 p.m.; 9th, 2 p.m.; 16th, 8 p.m.; 23rd, 2 p.m.; 30th, 8 p.m.

Returning from BELFAST every THURSDAY.—Cabin fare, (including Steward's fees,) 12s., Deck 5s.

## DUBLIN TO LONDON.

In conjunction with the British and Irish Steam Packet Co.

|                            |                           |                            |                           |
|----------------------------|---------------------------|----------------------------|---------------------------|
| Wednesday 3rd Mar. 10 a.m. | Wednesday 10th.... 2 p.m. | Wednesday 17th.... 10 a.m. | Wednesday 24th.... 3 p.m. |
| Saturday 6th.... 12 noon   | Saturday 13th.... 6 p.m.  | Saturday 20th.... 12 noon  | Saturday 27th.... 6 p.m.  |
|                            |                           |                            | Wednesday 31st.... 9 a.m. |

N.B.—The Company have no office in Dublin, except at No. 15, Eden Quay, and at their Stores, North Wall. Goods or Parcels left at any other place to be forwarded, are subject to delay, and heavy charges for commission, portage, cartage, &c.

Office, 15, EDEN-QUAY, Dublin.

## LIVERPOOL TO DUBLIN.

The Company's new and splendid Vessels, PRINCE, PRINCESS, and IRON DUKE, of 600 tons burthen, and 260 and 320 horses' power, (with cabin passengers only,) sail every evening at seven o'clock, from George's Pierhead, Liverpool, to Kingstown Harbour, carrying Her Majesty's Mail.

They also sail their Cargo Vessels (as below) from CLARENCE DOCK to DUBLIN QUAY:—

|                           |                            |                             |                           |
|---------------------------|----------------------------|-----------------------------|---------------------------|
| Monday, 1st Mar. 9 p.m.   | Tuesday, 9th Mar. 2 p.m.   | Wednesday 17th Mar. 10 p.m. | Thursday 25th Mar. 5 p.m. |
| Tuesday, 2nd.... 10 p.m.  | Wednesday, 10th.... 3 p.m. | Thursday, 18th.... 10 p.m.  | Friday, 26th.... 6 p.m.   |
| Wednesday 3rd.... 10 p.m. | Thursday, 11th.... 4 p.m.  | Friday, 19th.... 12 noon    | Saturday, 27th.... 7 p.m. |
| Thursday, 4th.... 10 p.m. | Friday, 12th.... 5 p.m.    | Saturday, 20th.... 12 noon  | Monday 29th.... 8 p.m.    |
| Friday, 5th.... 12 noon   | Saturday, 13th.... 7 p.m.  | Monday, 22nd.... 1 p.m.     | Tuesday 30th.... 9 p.m.   |
| Saturday, 6th.... 12 noon | Monday, 15th.... 8 p.m.    | Tuesday, 23rd.... 2 p.m.    | Wednesday 31st.... 9 p.m. |
| Monday, 8th.... 1 p.m.    | Tuesday, 16th.... 9 p.m.   | Wednesday, 24th.... 3 p.m.  |                           |

## LIVERPOOL TO BELFAST.

The WINDSOR—Tuesdays, March 2nd, 10 p.m.; 16th 9 p.m.; 30th, 9 p.m., Saturdays, 6th, 11 p.m., 20th, 11 p.m. Thursdays, 11th, 4 p.m.; 25th, 5 p.m.

Leaves BELFAST for LIVERPOOL every alternate Tuesday, Saturday and Thursday.

[See next page.]

# Liverpool to Bangor, Beaumaris, and Carnarvon.

THE PRINCE OF WALES.....W. H. WARREN, R.N., Commander.

BUILT EXPRESSLY FOR THE STATION.

Of 400 Tons Burthen and 200 Horse Power.

The PRINCE OF WALES will sail from GEORGE'S PIERHEAD, every Wednesday and Saturday, at Ten o'Clock in the Morning; and from MENAI BRIDGE, every Monday and Friday, at Nine o'clock in the Morning.

The MERSEY will sail from the Clarence Dock, for CARNARVON, on Mondays, March 1st 9 a.m., 8th, 12 noon; 15th, 9 a.m.; 22nd, 1 p.m.; 29th, 8 a.m. Thursdays, 4th, 11 a.m.; 11th, 5 a.m.; 18th, 10 a.m.; 25th, 6 a.m.

From MENAI BRIDGE—Wednesdays, March 3rd, 6 a.m.; 10th, 9 a.m.; 17th, 5 a.m.; 24th, 9 a.m.; 31st, 5 a.m. Saturdays, 6th, 7 a.m.; 13th, 9 a.m.; 20th, 7 a.m.; 27th, 9 a.m.

Coaches from Carnarvon, Amlwch, Llanerchymedd, and Llangefni, wait the arrival of the above vessels.

For further particulars apply to Mr. TIMOTHY, Messrs. R. & H. HUMPHREYS, Menai Bridge; HILL CHARLEY, SONS, and MALCOLM, Donegal Quay, Belfast; at the CITY OF DUBLIN COMPANY'S OFFICE, 15 and 16, Eden Quay, Dublin; or to JOHN K. ROUNTHWAITE, Agent, 24, Water-street.

## LIVERPOOL AND BELFAST.

The new and rapid Steam Ship, "**Sea King**" is intended to sail from Liverpool for Belfast, Thursday, 4th March, at 11½ evening; Tuesday, 9th, 3 afternoon; Saturday, 13th, 7 evening; Thursday, 18th, 10 evening; Tuesday, 23rd, 3 evening; Saturday, 27th, 7 evening, leaving Belfast for Liverpool on 2nd, 6th, 11th; 16th, 20th, 25th, and 30th.

LANGTRY & Co., Liverpool.

## FLEETWOOD TO BELFAST.

THE NORTH LANCASHIRE STEAM NAVIGATION COMPANY'S

Royal Mail Steam Ships,

PRINCE OF WALES, Capt. McNeillage, | PRINCESS ALICE, Capt. Humphrys,

Each 550 Tons Burthen, and 250 Horses' Power,

Sail regularly between Fleetwood and Belfast, every Monday, Wednesday and Friday evenings as under; or as soon as possible after the arrival of the trains noted below.

**From Fleetwood.**—Prince of Wales, March 1st, 7½ p.m.; 5th, 9 p.m.; 10th, 7½ p.m.; 15th, 7½ p.m.; 19th, 8½ p.m.; 24th, 7½ p.m.; 29th, 7½ p.m.—Princess Alice, 3rd, 8 p.m.; 8th, 10½ p.m.; 12th, 7½ p.m.; 17th, 8 p.m.; 22nd, 7½ p.m.; 26th, 7½ p.m.; 31st, 7½ p.m.

**From Belfast.**—Princess Alice, March 1st, 7 p.m.; 5th, 3 p.m.; 10th, 5 p.m.; 15th, 6 p.m.; 19th, 2 p.m.; 24th, 5 p.m.; 29th, 6 p.m.—Prince of Wales, 3rd, 1½ p.m.; 8th, 4 p.m.; 12th, 5 p.m.; 17th, 7 p.m.; 22nd, 4 p.m.; 26th, 6 p.m.; 31st, 7 p.m. During Winter the Saturday sailings will be discontinued.

**FARES.**—Saloon, 15s., Fore Cabin, 10s., Deck, 3s.

Average Passage Ten Hours.

These are the swiftest and most powerful vessels now crossing the Irish Channel, and have never, in a single instance, failed in performing their respective voyages, even during the most severe weather. These Steamers always await the arrival of the Railway Trains which leave as under:—

London, 8 30, and 10 a.m.; Manchester, 3 50 p.m.; Leeds, 10 40 a.m. and 12 20 p.m. Express, Liverpool, 3 50 p.m.; Birmingham, 1 45 p.m.; Preston, 5 45 p.m.

In Fleetwood there is no charge for brokerage, forwarding, or any fees; the Goods are shipped from the railway waggons on the Wharf, alongside the Steam Ship; the railway passenger carriages and private carriages also go alongside. It is particularly requested that all Goods, intended to be forwarded by the above route, be plainly directed "**VIA FLEETWOOD.**"

For further information apply to Mr. J. J. BIRCHALL, 10, St. Mary's Gate, Manchester; Mr. Wm. HOLLINGS, Golden Lion, Briggate; or White Horse, Boar Lane, Leeds; Mr. NOCK, Dale End, Birmingham; Messrs. Sanderson and Co., Hull; Messrs. H. Smith and Co., 13, Water-street, Liverpool; Mr. R. Henderson, Agent, Belfast; at the Royal Mail Steam Packet Office, No. 450, Strand, London; or to

**Mr. HENRY SMITH, Manager, Fleetwood.**

Goods received daily, for the above Ships, by CHAPLIN & HORNE, Hambro' Wharf, and PICKFORD and Co., Gresham-street, London.



# STEAM PACKETS.

ARE INTENDED TO SAIL FOR THE UNDERMENTIONED PORTS, FROM THE  
**CORK STEAM SHIP COMPANY'S OFFICE,**  
 PENROSE'S QUAY, with or without Pilots, and with liberty to Tow Vessels.

## FOR BRISTOL, EVERY TUESDAY AND FRIDAY

|                              | Tons. | H. Power. |
|------------------------------|-------|-----------|
| The SABBINA—Captain PARKER.. | 550   | 300       |
| The ROSE—Captain GILMORE.... | 600   | 300       |

Or some other suitable Vessel.

|              |           |            |
|--------------|-----------|------------|
| TUESDAY..... | 2nd.....  | at 3 p.m.  |
| FRIDAY.....  | 5th.....  | at 6 a.m.  |
| TUESDAY..... | 9th.....  | at 8 a.m.  |
| FRIDAY.....  | 12th..... | at 10 a.m. |
| TUESDAY..... | 16th..... | at 2 p.m.  |
| FRIDAY.....  | 19th..... | at 6 a.m.  |
| TUESDAY..... | 23rd..... | at 8 a.m.  |
| FRIDAY.....  | 26th..... | at 11 a.m. |
| TUESDAY..... | 30th..... | at 2 p.m.  |

## FROM BRISTOL, EVERY TUESDAY AND SATURDAY.

The ROSE—Captain GILMORE.  
 The SABBINA—Captain PARKER.  
 Or some other suitable Vessel.

|               |           |             |
|---------------|-----------|-------------|
| TUESDAY.....  | 2nd.....  | at 7 a.m.   |
| SATURDAY..... | 6th.....  | at 8 a.m.   |
| TUESDAY.....  | 9th.....  | at 10½ a.m. |
| SATURDAY..... | 13th..... | at 2 p.m.   |
| TUESDAY.....  | 16th..... | at 6 a.m.   |
| SATURDAY..... | 20th..... | at 8 a.m.   |
| TUESDAY.....  | 23rd..... | at 10½ a.m. |
| SATURDAY..... | 27th..... | at 2½ p.m.  |
| TUESDAY.....  | 30th..... | at 5 p.m.   |

Office, No. 1, Quay, at Bristol.

**FARES.**—Cabin, including Steward's Fee, £1 12s. 6d.—Deck 10s.  
 PASSENGERS are conveyed from BRISTOL to LONDON by Railway, in 4 Hours and 20 Minutes, at  
 27s., 18s. 6d., or 9s. 11d. each.

## FOR LIVERPOOL,

|                           | Tons.     | H. Power. |
|---------------------------|-----------|-----------|
| EVERY SATURDAY.           |           |           |
| The NIMROD—Captain Pile.. | 650       | 320       |
| SATURDAY.....             | 6th.....  | at 5 p.m. |
| SATURDAY.....             | 13th..... | at 1 p.m. |
| SATURDAY.....             | 20th..... | at 5 p.m. |
| SATURDAY.....             | 27th..... | at 1 p.m. |

## FROM LIVERPOOL,

|                           | Tons.     | H. Power.  |
|---------------------------|-----------|------------|
| EVERY SATURDAY.           |           |            |
| The NIMROD, Captain Pile. |           |            |
| WEDNESDAY.....            | 3rd.....  | at 10 a.m. |
| TUESDAY.....              | 9th.....  | at 2 p.m.  |
| WEDNESDAY.....            | 17th..... | at 10 a.m. |
| TUESDAY.....              | 23rd..... | at 8 p.m.  |
| WEDNESDAY.....            | 31st..... | at 10 a.m. |

Office, 15, Water-street, Liverpool.

**FARES.**—Cabin, including Steward's Fee £1 7s. 6d.—Deck 10s.

## FOR LONDON,

Calling at Plymouth EVERY THURSDAY.

|                                                                                      | Tons. | H. Power. |
|--------------------------------------------------------------------------------------|-------|-----------|
| The AJAX, Captain Mowle.....                                                         | 850   | 400       |
| Preussischer Adler, Capt. Tooker.                                                    | 800   | 380       |
| Thursdays the 4th, at 4 p.m.; 11th, at 10 a.m.;<br>18th, at 4 p.m.; 25th, at 10 a.m. |       |           |

Leave LONDON every Thursday and PLYMOUTH  
 for CORK every Saturday Morning.

**FARES TO LONDON.**—Cabin including Steward's  
 Fee, £1 10s. Deck, 10s.

**FARES TO PLYMOUTH.**—Cabin including Steward's  
 Fee, £1 5s. Deck, 8s.

**AGENTS,** J. HARTLEY & Co. 137, Leadenhall  
 Street, London,—Dublin, Belfast, & Cork Steam  
 Wharf, & 33 Regent's Circus, Piccadilly—Ply-  
 mouth, Mr. Thomas Nicholson.—Southampton,  
 Mr. Thomas Hill.

A Steamer leaves Plymouth for Torquay,  
 Guernsey and Jersey, every Monday and Thursday.

## STEAM COMMUNICATION WITH FRANCE.

FROM LIVERPOOL TO HAVRE, CALLING AT CORK, ONCE IN EVERY MONTH.  
**The Schooner BLARNEY, (Screw Propelled), Capt. SULLIVAN.**

Agent in Paris, Mr. Henry Bennett, 6, Rue de la Paix; Havre, Mr. Wm. Davidson; Liverpool, Wm. Wilson & Son, 15, Water-st.

Carriages, Horses, and Goods intended for Shipment should be at the Packet an Hour before the time of Sailing  
 The Company request Passengers to look after their own luggage, as they will not be accountable for same unless entered & paid for  
**NOTE.**—Parcels conveyed from Cork to London, Liverpool, and Plymouth, and delivered within those Places  
 at the following Rates, including all Charges:—under 5lb., 2s.; 5lb. and under 14lbs., 2s. 6d.; 14lbs.  
 and under 28lbs., 3s. **THOMAS WINDER, Manager, Penrose's Quay, Cork.**

## For Dublin, Greenock, and Glasgow.

|                                                     |           |      |      |
|-----------------------------------------------------|-----------|------|------|
| The MINERVA, Capt. Hirst.—The OCEAN, Capt. Steeley. |           |      |      |
| TUESDAY.....                                        | 2nd.....  | at 3 | p.m. |
| TUESDAY.....                                        | 16th..... | at 3 | p.m. |
| TUESDAY.....                                        | 30th..... | at 3 | p.m. |

**Dublin, Cabin Fare including Fee £1.  
 Deck 7s. 6d.**

## From Dublin to Glasgow.

|             |           |             |
|-------------|-----------|-------------|
| FRIDAY..... | 5th.....  | at 12 noon. |
| FRIDAY..... | 19th..... | at 12 noon. |

**Cabin Fare including Fee £1.  
 Deck 7s. 6d.**

**OFFICE,** No. 11, Eden Quay, Dublin. Stores,  
 North Wall.

## From Dublin to Cork.

|             |           |            |
|-------------|-----------|------------|
| FRIDAY..... | 12th..... | at 4 p.m.  |
| FRIDAY..... | 26th..... | at 4½ p.m. |

**Cabin Fare including Fee £1.  
 Deck, 7s. 6d.**

**Fares from Cork to Glasgow—Cabin  
 including Fee £2. Deck, 15s.**

# PADSTOW, HAYLE, AND BRISTOL.

Order of Sailing for the "CORNWALL" and "HERALD" Steam Company's Ships, between Hayle and Bristol.

**MARCH, 1847.**

**The "CORNWALL," John Vivian, Commander,**

FROM HAYLE TO BRISTOL.—Tuesdays, 2nd, 2½ p.m.; 9th, 7½ a.m.; 16th, 2 p.m.; 23rd, 8½ a.m.; 30th, 1½ p.m.

FROM BRISTOL TO HAYLE.—Fridays, 5th, 7½ a.m.; 12th, 1 p.m.; 19th, 7½ a.m.; 26th, 2 p.m.

**The "HERALD," Sampson Hawes, Commander**

FROM HAYLE TO PADSTOW AND BRISTOL.—Fridays, 5th, 5½ p.m.; 12th, 10½ a.m.; 19th, 5 p.m.; 26th, 10½ a.m.

FROM PADSTOW TO BRISTOL.—Fridays, 5th, 10½ p.m.; 12th, 3 p.m.; 19th, 9½ p.m.; 26th, 3½ p.m.

FROM BRISTOL TO PADSTOW AND HAYLE.—Tuesdays, 2nd, 6 p.m.; 9th, 9½ a.m.; 16th, 5½ p.m.; 23rd, 10 a.m.; 30th, 5½ p.m.

HAYLE.—The Cornwall and Herald Steam Company, per JOHN VIVIAN, Agent.

## FLEETWOOD AND ARDROSSAN STEAM PACKET COMPANY.

The undernoted or other Splendid and Powerful First-Class Steam Ships,

**"HER MAJESTY," AND "ROYAL CONSORT,"**

Each 700 Tons Burthen, and 350 Horse-Power,

SAIL REGULARLY (WEATHER PERMITTING) UNTIL FURTHER NOTICE:—

### From Fleetwood.

|                                            |                                             |
|--------------------------------------------|---------------------------------------------|
| ROYAL CONSORT..Monday ..Mar. 1.. 7 30 p.m. | ROYAL CONSORT..Friday ....Mar.19.. 9 0 p.m. |
| HER MAJESTY ....Wednesday .. 3.. 8 30 "    | HER MAJESTY ....Monday .. 22.. 11 0 "       |
| ROYAL CONSORT..Friday .... 5.. 9 30 "      | ROYAL CONSORT..Wednesday .. 24.. 7 30 "     |
| HER MAJESTY ....Monday .. 8.. 11 0 "       | HER MAJESTY ....Friday .... 26.. 7 30 "     |
| ROYAL CONSORT..Wednesday .. 10.. 7 30 "    | ROYAL CONSORT..Monday .. 29.. 7 30 "        |
| HER MAJESTY ....Friday .... 12.. 7 30 "    | HER MAJESTY ....Wednesday .. 31.. 8 0 "     |
| ROYAL CONSORT..Monday .. 15.. 7 30 "       | ROYAL CONSORT..Friday ....April2.. 8 30 "   |
| HER MAJESTY ....Wednesday .. 17.. 8 0 "    |                                             |

After the arrival of the Trains which leave London at 8 30 and 10 a.m.; Birmingham at 1 45 p.m.; Liverpool at 3 50 p.m.; from Manchester 4 45 p.m.; from Bolton at 5 5, and Preston at 6 5 p.m.

A Special Train awaits the arrival of the Steamers at Ardrossan, to convey the Passengers to Glasgow.

### From Ardrossan.

Every MONDAY, WEDNESDAY, and FRIDAY, at Five o'clock.

A Special Train with the Passengers leaves the Ayr Railway Station, Glasgow, every Monday, Wednesday, and Friday, at half-past 3 p.m.

**FARES** (including Steward's Fee) between Fleetwood and Glasgow, Cabin and First Class Railway, 20s.; Cabin and Second Class, 18s. 6d.; Deck and Third Class, 5s.—Between Fleetwood and Ardrossan, Cabin, 16s.; Deck, 4s.

**FARES PER RAILWAY FROM FLEETWOOD.**—To London, 1st Class, £2 3s. 6d.; 2nd Class, £1 10s. to Birmingham, 1st Class, £1 3s.; 2nd Class, 16s.; to Manchester, 1st Class, 9s. 6d.; 2nd Class, 6s. 6d.; 3rd Class, 4s. 3d.; ditto Express, 1st Class, 10s.; 2nd Class, 6s. 9d.; to Liverpool, 1st Class, 10s.; 2nd Class, 6s. 6d.

Passengers are particularly requested to look after their Personal Luggage, as the Proprietors will not be accountable for any Article whatever, unless ENTERED and SIGNED FOR as received by them or their Agents

This Route will be found the CHEAPEST and MOST EXPEDITIOUS for Goods between Glasgow and Preston Bolton, Chorley, Wigan and Manchester.

In Fleetwood, Goods are not subject to Brokerage or Forwarding Fees, but are shipped from the Railway Wagons, on the Wharf, alongside the Steam Ship, and VICE VERSA. Passengers and Private Carriages also go alongside.

For further particulars apply to M'KEAN and LANONT; Glasgow and Ardrossan; A. BRIDGES, Railway Station, Paisley; BARTON and BIRCHALL, 10, St. Mary's Gate, W. S. THISLETON, Salford Station, Manchester; STEAM NAVIGATION CO., 8, St. Swithin's Lane, London; or to Queen's Terrace, Fleetwood, March, 1847.

**KEMP & Co.**



# MOSTYN AND LIVERPOOL.

The Times of Sailing of the Steam-Packet TALIESIN, for the Month of March.

## From MOSTYN to LIVERPOOL.

|                             |                                |                             |
|-----------------------------|--------------------------------|-----------------------------|
| Monday.... 1st Mar 9 a.m.   | Friday..... 12th Mar.. 6½ a.m. | Wednesday.. 24th .. 2½ p.m. |
| Wednesday.. 3rd .. 10 "     | Monday... 15th .. 8 "          | Friday..... 26th .. 6½ a.m. |
| Friday..... 5th .. 11 "     | Wednesday.. 17th .. 9½ "       | Monday.... 29th .. 8 "      |
| Monday.... 8th .. 12½ noon. | Friday..... 19th .. 10½ a.m.   | Wednesday.. 31st .. 9 "     |
| Wednesday.. 10th .. 2 p.m.  | Monday.... 22nd .. 1 p.m.      |                             |

## From LIVERPOOL to MOSTYN.

|                                |                                  |                                |
|--------------------------------|----------------------------------|--------------------------------|
| Tuesday.... 2nd Mar... 9½ a.m. | Saturday.... 13th Mar... 6½ a.m. | Tuesday.... 23rd Mar... 2 p.m. |
| Thursday... 4th .. 10½ "       | Tuesday.... 16th .. 8½ "         | Thursday... 25th .. 2½ "       |
| Saturday.... 6th .. 11½ "      | Thursday... 18th .. 10 "         | Saturday.... 27th .. 7½ a.m.   |
| Tuesday.... 9th .. 1½ p.m.     | Saturday.... 20th .. 11½ "       | Tuesday.... 30th .. 8½ "       |
| Thursday.. 11th .. 3½ p.m.     |                                  |                                |

Passengers taken on board at the Clarence Dock on Tuesdays, Thursdays, and Saturdays, and Goods on Mondays and Fridays.—All Goods after they are landed at Mostyn and Liverpool, if not immediately taken away, will be at the risk of the owner.

Passengers landed and received on board at Hoylake.—CABIN FARE, 3s. DECK, 2s.

For further information apply to O. Owens, Carver-place, Fazakerley-street, near St. Nicholas' Church, Liverpool; and J. Surr, 12, Exchange-street, Manchester.

EYTON & CO., MOSTYN, OWNERS.

THE UNDERNOTED OR OTHER OF THE

# ABERDEEN STEAM NAVIGATION COMPANY'S STEAM SHIPS.

Will be despatched as under, (weather &c. permitting:—

## ABERDEEN AND LONDON TRADE.

### FROM ABERDEEN.

|                                              |                                                 |
|----------------------------------------------|-------------------------------------------------|
| DUKE OF WELLINGTON, Friday, Mar. 5th, 1 p.m. | CITY OF LONDON, .... Saturday Mar. 20th, 2 p.m. |
| CITY OF LONDON, .. Saturday, .. 6th, 2 "     | CITY OF ABERDEEN... Saturday .. 27th, 9 "       |
| CITY OF ABERDEEN, Saturday, .. 13th, 8½ "    | DUKE OF WELLINGTON, Wed. .. 31st, 12 noon       |
| DUKE OF WELLINGTON, Wed. .. 17th, 12 noon    |                                                 |

### FROM LONDON.

(ABERDEEN STEAM WHARF, 257, WAPPING.)

|                                               |                                              |
|-----------------------------------------------|----------------------------------------------|
| CITY OF ABERDEEN, Saturday, Mar. 6th, 12 noon | CITY OF ABERDEEN, Saturday, .. 20th, 12 noon |
| CITY OF LONDON, .. Saturday, .. 13th, 6 p.m.  | CITY OF LONDON, .. Saturday, .. 27th, 6 p.m. |

## ABERDEEN & HULL TRADE.

One of the Company's Fast Sailing Clipper Schooners, will be despatched from each end of the line every Wednesday. These Clippers have excellent accommodation for Passengers,

No Shipping Charges on Goods at Hull, when specially addressed to the care of the Company's Agent.

\*Fares and Freight of Horses and Carriages greatly reduced.

Further particulars may be learned on application to the following Agents:—C. W. WILLOUGHBY, Aberdeen Steam Wharf, 257, Wapping, London; JAMES DAVIDSON, 3, Wellington Street. Hull; JAMES SAUNDERS, Inverness; WM. WATSON, Cromarty; RODERICK HAY, Invergordon; PETER CHRISTALL, Burghhead.

ROBERT MATTHEW, MANAGER, Waterloo Quay, Aberdeen.

N.B. Live Stock shipped and unshipped by a direct communication with the Quays,

# NORTH-WEST OF IRELAND UNION STEAM COMPANY.

Splendid and Powerful Steam Ship, MAIDEN CITY, RICHARD CROMPTON, Commander.

## INTENDED HOURS OF SAILING

### TO AND FROM LONDONDERRY,

Calling off Portrush and the Giants' Causeway, weather permitting.

From Londonderry, Fridays, March 5th, 11 a.m.; 12th, 1 p.m.; 19th, 10 a.m.; 26th, 1 p.m. From Liverpool, Tuesdays, March 2nd, 10 a.m.; 9th, 2 p.m.; 16th, 10 a.m.; 23rd, 3 p.m.; 30th, 10 a.m.

All goods to be alongside one hour before the time of sailing.—Passengers will please take charge of their own luggage.

Apply to JOHN MUNN, Foyle Street, Londonderry; or to WILLIAM MOORE, 35, Water Street Liverpool.

## Whitehaven Steam Navigation Company's Steamers.

### WHITEHAVEN AND LIVERPOOL.

#### FROM WHITEHAVEN.

#### MARCH.

#### FROM LIVERPOOL.

|                         |                        |                          |                          |
|-------------------------|------------------------|--------------------------|--------------------------|
| Tuesday .. 2 .. 10 p.m. | Friday .. 19 .. 2 p.m. | Monday .. 1 .. 10½ a.m.  | Friday .. 19 .. 11 a.m.  |
| Friday .. 5 .. 2 "      | Tuesday .. 23 .. 5 "   | Friday .. 5 .. 12 noon   | *Monday .. 22 .. 4½ p.m. |
| Tuesday .. 9 .. 4 "     | Friday .. 26 .. 7 "    | *Monday .. 8 .. 4 p.m.   | *Friday .. 26 .. 10 a.m. |
| Friday .. 12 .. 6 "     | Tuesday .. 30 .. 10 "  | *Friday .. 12 .. 9½ a.m. | Monday .. 29 .. 9 p.m.   |
| Tuesday .. 16 .. 9 "    |                        | Monday .. 15 .. 8½ p.m.  |                          |

The Company's Steamers sail to and from the Trafalgar Dock, Liverpool, except on the days distinguished by an (\*), when they sail from the South Clarence Pier, on which occasions all Cargo must be alongside at least Three Hours before the time fixed for Sailing.

### WHITEHAVEN AND BELFAST.

#### FROM WHITEHAVEN.

#### MARCH.

#### FROM BELFAST.

|                        |                        |                            |                            |
|------------------------|------------------------|----------------------------|----------------------------|
| Monday .. 1 .. 10 p.m. | Monday .. 22 .. 1 p.m. | Wednesday .. 3 .. 11 a.m.  | Wednesday .. 24 .. 2 p.m.  |
| Monday .. 8 .. 1 "     | Monday .. 29 .. 8½ "   | Wednesday .. 10 .. 2 p.m.  | Wednesday .. 31 .. 11 a.m. |
| Monday .. 15 .. 9 "    |                        | Wednesday .. 17 .. 11 a.m. |                            |

FARES between Whitehaven and Liverpool—Cabin, 12s.; Deck, 5s. Between Whitehaven and Belfast—Cabin, 12s.; Deck, 3s.

AGENTS—WM. DOWSON & SON, Liverpool; ROBERT HENDERSON, Belfast.

FISHER & STEWARD, Whitehaven.

## The Hull Steam Packet Company's Steamers

ARE INTENDED TO PLY AS UNDER.

### HULL AND LONDON.

From Hull, the Gazelle, every Monday; the Nithsdale every Wednesday; the London every Friday; at One o'Clock in the afternoon.

From Custom House Quay, London—The London every Tuesday; the Gazelle every Thursday; the Nithsdale every Saturday morning, at Eight o'Clock.—Fares, Best Cabin 12s. 6d.; Fore Cabin, 7s.

Goods, Horses, Live and Dead Stock, very Low.

### HULL AND HAMBURGH.

For Particulars enquire at the Office; fixed days will be shortly Advertised.

### HULL AND ANTWERP.

Reduced Fares, Best Cabin 21s., Fore Cabin 12s. 6d.—The Monarch, Capt. J. Main, from Hull every Saturday Evening, as soon after Six o'Clock as the tide permits. From Antwerp, every Wednesday Noon.

Time from Antwerp by Railway to Paris, 12 to 13 hours, at very Low Fares.

### HULL AND YARMOUTH, NORWICH, &c.

The Swift Steamers, FOYLE OR ANTELOPE are appointed to this Station, having each Two Engines of 100 Horse Power, and superior Cabin Accommodations. From Hull every Wednesday; from Yarmouth every Saturday.—Fares, Best Cabin 12s.; Fore Cabin 8s.; Horses 21s.

Steamers between Hull and Goole daily.

Steamers between Hull and Gainsborough twice a week.

BROWNLOW, PEARSON, AND Co., Managers, Hull.



# ISLE OF MAN AND FLEETWOOD,

The First—Class fast Sailing Steam Ships “Orion” or “Fenella,” will sail, (weather permitting)

## Between FLEETWOOD and DOUGLAS,

WITH GOODS AND PASSENGERS;—

### FROM FLEETWOOD.

Every Thursday, and Saturday, at noon.

N.B.—Passengers leaving Manchester, Salford Station, by the 9 a.m.; Bolton, by the 9 20 a.m.; Chorley, by the 9 45 a.m.; Blackburn, by the 8 30 a.m.; and Preston, by the 10 25 a.m., trains, will arrive in time for the Steamers.

Passengers from Douglas, arrive in time for direct trains to Leeds, Manchester, Bolton, Chorley, Blackburn, &c.

### FROM DOUGLAS.

Every Tuesday, and Friday, morning,

**FARES:—SALOON**, (including Steward's Fee) 6s., **STEERAGE** 3s.

There is no charge in Fleetwood for Brokerage or Forwarding Fees; the Goods are shipped from the Railway Waggon on the Wharf, alongside the Steamers

For further information apply to Mr. J. J. BIRCHALL, 10, St. Mary's Gate, Manchester; Mr. JOHN CLARK, North Quay, Douglas, or here to  
Fleetwood, March, 1847.

KEMP & CO.

**Ostend Fares reduced from 21s. to 15s.**

## DOVER TO OSTEND DAILY,

(MONDAY'S EXCEPTED.)

The Shortest and Safest Passages are now made from DOVER. The course of these Packets is direct, and distant from the Godwin Sands.

Table of the Hours of Starting (weather permitting) of Her Majesty's Packets, and the “Belgian Railway” Steamer, for

## OSTEND AND CALAIS,

FOR THE MONTH OF MARCH, 1847.

| To Ostend. | To Calais.               | To Ostend. | To Calais.               | To Ostend. | To Calais.               |
|------------|--------------------------|------------|--------------------------|------------|--------------------------|
| MARCH      |                          | MARCH      |                          | MARCH      |                          |
| 1st ..     | 8 a.m.                   | 12th ..    | 4 a.m. .... 5 a.m.       | 22nd ..    | Noon.                    |
| 2nd ..     | 9 15 a.m. .... 2 a.m.    | 13th ..    | 6 a.m. .... 6 a.m.       | 23rd ..    | 2 15 a.m. .... 3 a.m.    |
| 3rd ..     | 9 50 a.m. .... 6 a.m.    | *14th ..   | 6 a.m. .... 7 a.m.       | 24th ..    | 6 a.m. .... 6 a.m.       |
| *4th ..    | 10 a.m. .... 2 15 a.m.   | 15th ..    | ..... 7 a.m.             | *25th ..   | 3 a.m. .... 5 a.m.       |
| 5th ..     | 2 30 a.m. .... 2 30 a.m. | 16th ..    | 8 15 a.m. .... 8 15 a.m. | 26th ..    | 4 30 a.m. .... 6 a.m.    |
| 6th ..     | 6 a.m. .... 6 a.m.       | 17th ..    | 6 a.m. .... 6 a.m.       | 27th ..    | 6 a.m. .... 6 a.m.       |
| *7th ..    | 11 a.m. .... 2 30 a.m.   | *18th ..   | 9 30 a.m. .... 2 a.m.    | *28th ..   | 6 30 a.m. .... 7 45 a.m. |
| 8th ..     | Noon.                    | 19th ..    | 2 30 a.m. .... 2 30 a.m. | 29th ..    | ..... 7 30 a.m.          |
| 9th ..     | 2 30 a.m. .... 2 30 a.m. | 20th ..    | 6 a.m. .... 6 a.m.       | 30th ..    | 8 a.m. .... 8 a.m.       |
| 10th ..    | 6 a.m. .... 6 a.m.       | *21st ..   | 11 a.m. .... 2 15 a.m.   | 31st ..    | 8 45 a.m. .... 6 a.m.    |
| *11th ..   | 3 a.m. .... 4 a.m.       |            |                          |            |                          |

## FOR BOULOGNE, MAGICIAN.

The Magician Steam Packet has discontinued the passage for the present season.

**NOTICE.**—Travellers by this route will meet with such facilities and assistance from the officers of the Belgian Government, and the Rhine Steam Company, as no other route can offer; for instance, Passengers by the “Belgian Railway,” may have their luggage examined on the passage, and avoid all delay at the customs on landing. Samples, Parcels, and Luggage sent to all parts of the Continent.

JOHN HEYWARD, JUN., Agent for the Belgian Steamers, Dover.

The “Belgian Railway” leaves on those days marked \*

# RHINE STEAM NAVIGATION.

(DUSSELDORF COMPANY.)

The only Company Navigating the Rhine between

## ROTTERDAM, COLOGNE, AND MANNHEIM,

In direct connexion with the GENERAL STEAM NAVIGATION COMPANY from and to LONDON *via* Rotterdam, Antwerp, or Ostend,

and the GRAND DUCAL BADEN RAILWAY between Mannheim and Basle,

*This Company possess the Fastest Steamers on the Rhine, fitted up in the most elegant manner, with every accommodation and convenience for the traveller, and propelled by Low pressure Engines, made by those well-known Engineers, Messrs. Miller, Ravenhill, and Co., and Messrs. Maudsley, Field, and Co.*

The Departures, as well as the Arrivals at the principal Towns, and at the different places on the Rhine, visited by the Tourist for its Splendid Scenery, are several times DAILY, and so arranged as to correspond at Mannheim, Mayence, Biebrich, Bonn, Cologne, and Arnheim with the Departures and Arrivals of the Railway Trains, affording the opportunity of a continuous travelling, and of performing the distances in an unprecedented short time.

Travellers (See Pages 74 & 75,) can book and obtain bills containing the hours of departures, as well as every other information:

- In England.** { LONDON, at the General Steam Navigation Company's Offices, 69, Lombard-street, and 37, Regent Circus, Piccadilly: and of all the Agents of that establishment in the Country and on the Continent, mentioned at Pages 74, and 75—in the Monthly Bills, and in their useful, much-sought-after Yellow Book.
- In Holland and on the Rhine.** { ROTTERDAM, of Mr. J. P. de Cock, and at all the Agents of the Lower and Middle Rhine Dusseldorf Company.
- In Belgium.** { BRUSSELS, Mr. Wm. Middleton, 92, Montagne de la Cour. AIX-LA-CHAPELLE, Mr. Wengler, Library, next door to the Hotel "The Grand Monarch."
- In Frankfurt on the Main.** { Of Mr. Fletcher, of Messrs. Gogel, Koch, & Co., and of Mr. G. Krebs, Zeil, opposite the Post Office.
- Paris.** { Mr. F. Spiers, 9, Rue de la Paix.
- In Baden.** { BADEN-BADEN, of Mr. Thiergaertner, Post Office, and all the Offices at the Stations of the Grand Ducal Baden Railway.

## COLOGNE STEAM NAVIGATION COMPANY.

The only Company navigating the Rhine from

## COLOGNE TO STRASBURGH,

and in correspondence with all the various Railways in the interior of Germany, Holland, and Belgium, with the Belgian Government and English New Royal Mail Steam Packets between Ostend and Dover.

The Company possesses Twenty-two powerful and fast Steamers, going constantly between the most beautiful and frequented points on the Rhine, at very moderate Fares, and having on board every accommodation for Passengers, of which the Company conveyed, in 1845,

**Upwards of 500,000!**

There are numerous departures, and arrivals, daily, from Cologne, Bonn, Coblenz, & Mayence. Two daily, from Mannheim and Strasburgh.

**IN ENGLAND**

**IN BELGIUM**

**IN FRANCE**

For Time Bills and information apply at the Dover, Ostend, and Cologne Company's Steam Packet Office, 450a, West Strand, at Passport Office, Belgian Legation, 9A, Weymouth Street, Portland Place; The Belgian Consulate, 3, Copthall Buildings, City; JOHN HAYWARD, Jun., Esq., Dover, and all the Hotels. To JOHN PIDDINGTON, 74, Montagne de la Cour, Brussels, and to all Agents of Dover and Ostend Steam Packets. To CHARLES MAC HENRY, English Exchange Office, 28, Rue de la Paix, Paris.

THE PRESIDENT, MERKENS



# Monthly Almanac and Tide Table.

85

3rd Month, (MARCH).

| Day.  | Sun rises. | Sun Sets. | Moon's Age. | High Water London Bridge. |         | Day.  | Sun rises. | Sun Sets. | Moon's Age. | High Water London Bridge. |       | Day.  | Sun rises. | Sun Sets. | Moon's Age. | High Water London Bridge. |       |
|-------|------------|-----------|-------------|---------------------------|---------|-------|------------|-----------|-------------|---------------------------|-------|-------|------------|-----------|-------------|---------------------------|-------|
|       |            |           |             | Morn.                     | Aftern. |       |            |           |             |                           |       |       |            |           |             |                           |       |
| 1 M   | h. m.      | h. m.     | 14.0        | h. m.                     | h. m.   | 12 F  | h. m.      | h. m.     | 25.0        | h. m.                     | h. m. | 22 M  | h. m.      | h. m.     | 5.6         | h. m.                     | h. m. |
| 2 Tu  | 6 49       | 5 38      | 14.0        | 1 55                      | 2 11    | 13 S  | 6 24       | 5 57      | 26.0        | 9 4                       | 9 50  | 23 Tu | 6 2        | 6 14      | 5.6         | 5 43                      | 6 6   |
| 3 W   | 6 46       | 5 39      | 14.0        | 2 29                      | 2 45    | 14 S  | 6 22       | 5 58      | 26.0        | 10 35                     | 11 16 | 24 W  | 5 59       | 6 15      | 7.6         | 6 29                      | 6 51  |
| 4 Th  | 6 44       | 5 41      | 16.0        | 3 1                       | 3 17    | 15 M  | 6 20       | 6 0       | 27.0        | 11 52                     | —     | 25 Th | 5 57       | 6 17      | 7.6         | 7 18                      | 7 52  |
| 5 F   | 6 42       | 5 43      | 17.0        | 3 29                      | 3 45    | 16 Tu | 6 18       | 6 2       | 28.0        | 0 23                      | 0 53  | 26 F  | 5 55       | 6 19      | 8.6         | 8 28                      | 9 7   |
| 6 S   | 6 40       | 5 45      | 18.0        | 3 59                      | 4 14    | 17 W  | 6 15       | 6 3       | 28.0        | 1 17                      | 1 43  | 27 S  | 5 52       | 6 20      | 9.6         | 9 53                      | 10 35 |
| 7 S   | 6 38       | 5 46      | 19.0        | 4 29                      | 4 44    | 18 Th | 6 13       | 6 5       | 0.6         | 2 5                       | 2 26  | 28 S  | 5 50       | 6 22      | 10.6        | 11 13                     | 11 48 |
| 8 M   | 6 36       | 5 48      | 20.0        | 4 58                      | 5 15    | 19 F  | 6 11       | 6 7       | 1.6         | 2 48                      | 3 12  | 29 M  | 5 48       | 6 24      | 11.6        | —                         | 0 20  |
| 9 Tu  | 6 33       | 5 50      | 21.0        | 5 32                      | 5 51    | 20 S  | 6 9        | 6 9       | 2.6         | 3 33                      | 3 56  | 30 Tu | 5 46       | 6 25      | 12.6        | 0 46                      | 1 5   |
| 10 W  | 6 31       | 5 52      | 22.0        | 6 10                      | 6 30    | 21 S  | 6 6        | 6 10      | 3.6         | 4 16                      | 4 37  | 31 W  | 5 43       | 6 27      | 13.6        | 1 24                      | 1 42  |
| 11 Th | 6 29       | 5 53      | 23.0        | 6 52                      | 7 18    |       |            |           |             |                           |       |       |            |           |             |                           |       |
| 12 F  | 6 27       | 5 55      | 24.0        | 7 48                      | 8 23    |       |            |           |             |                           |       |       |            |           |             |                           |       |

The following List, showing the difference of Time between London and the principal Out-ports of the United Kingdom &c., is derived from Local Tide Tables, and the best books on Navigation.

|                          | H. M.         |                          | H. M.     |                              | H. M.     |
|--------------------------|---------------|--------------------------|-----------|------------------------------|-----------|
| Aberdeen .....           | subtract 0 55 | Falmouth Harbour ....    | add 3 9   | Newport (Isle of Wight) sub. | 3 10      |
| Berwick .....            | add 0 12      | Fleetwood .....          | sub. 2 53 | New Shoreham Harbour. sub.   | 2 17      |
| Boulogne .....           | sub. 2 40     | Folkestone .....         | sub. 3 7  | Ostend .....                 | sub. 1 56 |
| Brighton .....           | sub. 2 28     | Greenock .....           | sub. 2 41 | Plymouth Dock Yard....       | add 3 26  |
| Bristol .....            | add 5 10      | Hartlepool .....         | add 1 24  | Port Glasgow .....           | sub. 2 41 |
| Calais .....             | sub. 2 36     | Havre .....              | sub. 4 15 | Port Patrick .....           | sub. 3 22 |
| Carmarthen Bay .....     | add 3 52      | Holyhead Harbour ....    | sub. 3 42 | Portsmouth Harbour....       | sub. 2 56 |
| Cork Harbour (Cove)....  | add 2 24      | Hull .....               | add 3 54  | Ramsgate Harbour.....        | sub. 2 46 |
| Cowes.....               | sub. 3 21     | Ilfracombe .....         | add 3 39  | Scarborough.....             | add 2 9   |
| Dieppe .....             | sub. 2 59     | Kingstown Harbour ....   | sub. 2 54 | Shoreham .....               | sub. 2 52 |
| Douglas Harbour, Isle of |               | Leith .....              | sub. 0 16 | Southampton .....            | sub. 3 26 |
| Man.....                 | sub. 2 56     | Lerwick Harbour ....     | sub. 4 6  | Sunderland .....             | add 0 54  |
| Dover Harbour.....       | sub. 2 56     | Liverpool.....           | sub. 2 44 | Torbay .....                 | add 3 54  |
| Dublin .....             | sub. 2 54     | Margate .....            | sub. 2 2  | Waterford, Hook Point of     | add 3 4   |
| Dundee .....             | add 0 29      | Milford Haven, entrance. | add 3 39  | Whitby .....                 | add 1 24  |

EXPLANATION.—To find the time of High Water at the above Places, it will be necessary to add or subtract the numbers in the above Table, according to the directions here given, to or from the time of High Water at London.

## Sailings of HER MAJESTY'S MAIL PACKETS

FROM HOME AND FOREIGN STATIONS.

- Liverpool to Dublin**—Via Kingstown.—Merlin, Medusa, Urgent, and Medina, every morning at 10 minutes to 5 o'clock. Cabin £1.; Children under ten years of Age, 10s.
- Dublin to Liverpool**—Merlin, Medusa, Urgent, and Medina, every morning at 7 o'clock.
- Donaghadee to Portpatrick**—The Pike or Asp, every day at 30 minutes past 12. Cabin 5s.; Children 2s. 6d.
- Portpatrick to Donaghadee**—The Pike or Asp, as soon after 3 40 a.m. as the Mails shall be received on board. Cabin 5s.; Children 2s. 6d.
- Dublin to Holyhead**—The Doterel, Otter, Sprightly, or Zephyr, every morning at 9 o'clock, (London Time) Cabin Passengers, 15s.; Children under 10, 7s. 6d.
- Holyhead to Dublin**—The Doterel, Otter, Sprightly, or Zephyr, every evening at 6 o'clock, (London Time).
- Milford Haven, Pembrokeshire, to Waterford**—The Adder, Advice, Jasper, Pigmy, or Prospero, every day, (weather permitting) 15 minutes after the arrival of the London Mail, which should arrive at 7 39 p.m. Cabin £1.; Children under ten, 10s.; Deck 10s.; Children 2s.
- Waterford to Milford Haven**—The Adder, Advice, Jasper, Pigmy, or Prospero, every day at 10 minutes with the mail.
- Dover to Calais**—The Onyx, Princess Alice, Dover, Violet, Garland, or Widgown, every day except Monday, from 3 to 9 a.m. Cabin 8s.; and children 4s. & Deck 4s.
- Dover to Ostend**—The Onyx, Princess Alice, Dover, Violet, Garland, or Widgown, every Tuesday, Wednesday, Friday, and Saturday, 3 to 9 a.m. Cabin 15s.; Children 8s.; and Deck 8s.
- Calais to Dover**—The Onyx, Princess Alice, Dover, Violet, Garland, or Widgown, every day except Tuesday, 5 a.m. to 1 p.m.
- Ostend to Dover**—The Onyx, Princess Alice, Dover, Violet, Garland, or Widgown, every Thursday, Sunday, and Monday, at 8 a.m.

# Alphabetical List of the Sailing of Steamers in England TO HOME AND FOREIGN PORTS.

- Amlwch to Liverpool**—The Windermere—March 4th, 2 a.m.; 11th, 6 a.m.; 18th, 1 a.m.; 25th, 6 a.m.; and 31st, 12 night. Fares, 5s. and 2s. 6d.
- Barton to Hessele**—Daily.
- Barton to Hull**—Daily.
- Berwick to London**—The Manchester—March 10th, 6 p.m.; 20th, 3 p.m., and 31st., 1 p.m. Fares, £1 17s. 6d., and £1 6s. 6d.
- Bristol to Cardiff**—March 1st, 5½ a.m.; 2nd, 6 a.m.; 3rd, 6½ a.m.; 4th, 7 a.m.; 5th, 7½ a.m.; 6th, 8 a.m.; 8th, 9 a.m.; 9th, 9½ a.m.; 10th, 10 a.m.; 11th, 10½ a.m.; 12th, 1 p.m.; 13th, 2½ p.m.; 15th, 4½ p.m.; 16th, 5 a.m.; 17th, 6 a.m.; 18th, 6½ a.m.; 19th, 7½ a.m.; 20th, 8 a.m.; 22nd 9 a.m.; 23rd, 10 a.m.; 24th, 11 a.m.; 25th, 12 noon; 26th, 1½ p.m.; 27th, 2½ p.m.; 28th, 4½ p.m.; 30th, 5 a.m.; 31st, 5½ a.m.
- Bristol to Carmarthen**—Phoenix—March 5th, 8 a.m.; 12th, 1 p.m.; 19th, 8 a.m.; 26th, 2 p.m.
- Bristol to Cork**—The Rose, and the Sabrina.—March 2nd, 7 a.m.; 6th, 8 a.m.; 9th, 10½ a.m.; 13th, 2 p.m.; 16th, 6 a.m.; 20th, 8 a.m.; 23rd, 10½ a.m.; 27th, 2½ p.m., 30th, 5 p.m. Fares, £1 12s. 6d., and 10s.
- Bristol to Dublin**—Shamrock—March 5th, 8 a.m.; 12th, 1 p.m.; 19th, 8 a.m.; 26th, 2 p.m.
- Bristol to Hayle**—The Cornwall—March 5th, 7½ a.m.; 12th, 1 p.m.; 19th, 7½ a.m.; 26th, 2 p.m.—The Herald—2nd, 6 p.m.; 9th, 9½ a.m.; 16th, 5½ p.m.; 23rd, 10 a.m.; and 30th, 5½ p.m.—The Brilliant, calling off St. Ives and Ilfracombe (weather permitting).—March 1st, 5½ p.m.; 8th, 10 a.m.; 15th, 4½ p.m.; 22nd 10 a.m., and 29th, 4½ p.m. Fares, 16s., 9s., and 5s.
- Bristol to Liverpool**—The Troubadour, calling at Swansea—March 9th, 10 a.m.; 16th, 6 a.m.; 23rd, 10½ a.m.; and 30th, 6 a.m. Fares, 17s. 6d. and 5s.
- Bristol to Milford, Pater, and Haverfordwest**—March 2nd, 6 a.m.; 9th, 9½ a.m.; 16th, 6 a.m.; 23rd, 10 a.m.; 30th, 5½ a.m.
- Bristol to Newport**—The Swift and Usk.—March 1st, 6½ a.m.; 2nd, 7 a.m.; 3rd, 7½ a.m.; 4th, 8 a.m.; 5th, 8 a.m.; 6th, 8½ a.m.; 8th, 9½ a.m.; 9th, 10 a.m.; 10th, 11 a.m.; 11th, 11½ a.m.; 12th, 1½ p.m.; 13th, 3 p.m.; 15th, 5 a.m.; 16th, 6 a.m.; 17th, 7 a.m.; 18th, 7½ a.m.; 19th, 8 a.m.; 20th, 8½ a.m.; 22nd, 10 a.m.; 23rd, 10½ a.m.; 24th, 11 a.m.; 25th, 12½ noon; 26th, 2 p.m.; 27th, 3 p.m.; 29th, 5 a.m.; 30th, 5½ a.m.; 31st, 6 a.m.
- Bristol to Padstow**—March 2nd, 6 p.m.; 9th, 9½ a.m.; 16th, 5½ p.m.; 23rd, 10 a.m.; and 30th, 5½ p.m.
- Bristol to Swansea**—The County or Beresford, 2nd, 7 a.m.; 4th, 7½ a.m.; 5th, 8 a.m.; 6th, 8½ a.m.; 9th, 10 a.m.; 11th, 11 a.m.; 12th, 1 a.m.; 13th, 2 a.m.; 16th, 6 a.m.; 18th, 7 a.m.; 19th, 8 a.m.; 20th, 8½ a.m.; 23rd, 11 a.m.; 25th, 11½ a.m.; 26th, 1½ a.m.; 27th, 3 a.m.; 30th, 5½ a.m.
- Bristol to Tenby**—Star and Phoenix—March 2nd, 6 a.m.; 5th, 8 a.m.; 9th, 9½ a.m.; 12th, 1 p.m.; 16th, 6 a.m.; 19th, 8 a.m.; 23rd, 10 a.m.; 26th, 2 p.m.; 30th, 5½ a.m.
- Bristol to Waterford**—Nora Creina and Osprey.—March 2nd, 7 a.m.; 5th, 8 a.m.; 9th, 10½ a.m.; 12th, 1 p.m.; 16th, 6 a.m.; 19th, 8 a.m.; 23rd, 10½ a.m.; 26th, 2 p.m.; 30th, 5 p.m.
- Carlisle to Belfast**—Firefly or Newcastle—Fares 8s. and 3s. No information.
- Carlisle to Liverpool**—The Fire Fly—calling at Annan and off Whitehaven, weather permitting.—No information. The Royal Victoria, 3rd, 11 a.m.; 6th, 1 p.m.; 10th, 4 p.m.; 13th, 7 a.m.; 17th, 11 a.m.; 20th, 1 p.m.; 24th, 5 p.m.; and 27th, 8 a.m., calling off Whitehaven weather permitting.—Fares, 8s., and 4s.—To Whitehaven, 6s., and 2s. 6d.
- Douglas, Isle of Man, to Fleetwood**—Every Tuesday and Friday morning.
- Douglas, Isle of Man, to Liverpool**—The King Orry—March 3rd, 11 p.m.; 6th, 11 p.m.; 10th, 5 p.m.; 13th, 9 p.m.; 16th, 11 p.m.; 20th, 11 p.m.; 24th, 6 p.m.; 27th, 9 p.m.; 31st, 11 p.m. Fares, 9s., and 4s.
- Dover to Boulogne**—The Magician—Discontinued during the present season.
- Dover to Calais**—Her Majesty's Mail Steam Packets—March 2nd 2 a.m.; 3rd, 6 a.m.; 4th, 2½ a.m.; 5th, 2½ a.m.; 6th, 6 a.m.; 7th, 2½ a.m.; 9th, 2½ a.m.; 10th, 6 a.m.; 11th, 4 a.m.; 12th, 5 a.m.; 13th, 6 a.m.; 14th, 7 a.m.; 16th, 8½ a.m.; 17th, 6 a.m.; 18th, 2 a.m.; 19th, 2½ a.m.; 20th, 6 a.m.; 21st, 2½ a.m.; 22nd, 8 a.m.; 24th, 6 a.m.; 25th, 5 a.m.; 26th, 6 a.m.; 27th, 6 a.m.; 28th, 7½ a.m.; 30th, 8 a.m.; 31st, 8 a.m. French Packet—March 1st, 8 a.m.; 8th noon; 15th, 7 a.m.; 22nd, noon; 29th, 7½ a.m.—Fares, 8s. and 4s.
- Dover to Ostend**—Her Majesty's Mail Packets.—March 2nd, 9½ a.m.; 3rd, 9 50 a.m.; 5th, 2½ a.m.; 6th, 6 a.m.; 7th, 2½ a.m.; 10th, 6 a.m.; 13th, 6 a.m.; 16th, 8½ a.m.; 17th, 6 a.m.; 19th, 2½ a.m.; 20th, 6 a.m.; 23rd, 2½ a.m.; 24th, 6 a.m.; 26th, 4½ a.m.; 27th, 6 a.m.; 30th, 8 a.m.; 31st, 8½ a.m. The Belgian Railway, from Dover Harbour—March 4th, 10 a.m.; 7th, 11 a.m.; 11th, 3 a.m.; 14th, 6 a.m.; 18th, 9½ a.m.; 21st, 11 a.m.; 25th, 3 a.m.; 28th, 6½ a.m.—Saloon 15s.; Fore Cabin 10s.; Deck, 8s.



- Falmouth to Rio Janeiro**—Her Majesty's Mail Packets Swift, Pengu'n, Peterel, Sea Gull, Crane, and Express, sail alternately on the 6th of each month, (except when the 4th falls on Sunday, then on the 7th). From August to January inclusive, calling at Pernambuco & Bahia on her outward passage, and the other six months on her homeward.
- Fleetwood to Ardrossan**—Her Majesty and Royal Consort, March 1st, 7½ p.m.; 3rd, 8½ p.m.; 5th, 9½ p.m.; 8th, 11 p.m.; 10th, 7½ p.m.; 12th, 7½ p.m.; 15th, 7½ p.m.; 17th, 8 p.m.; 19th, 9 p.m.; 22nd, 11 p.m.; 24th, 7½ p.m.; 26th, 7½ p.m.; 29th, 7½ p.m.; 31st, 8 p.m. Fares 16s. and 4s.
- Fleetwood to Belfast**—The Prince—March 1st, 7½ p.m.; 5th, 9 p.m.; 10th, 7½ p.m.; 15th, 7½ p.m.; 19th, 8½ p.m.; 24th, 7½ p.m.; 29th, 7½ p.m. The Princess—March 3rd, 8 p.m.; 8th, 10½ p.m.; 12th, 7½ p.m.; 17th, 8 p.m.; 22nd, 7½ p.m.; 26th, 7½ p.m.; 31st, 7½ p.m. Fares, Saloon, 16s., fore Cabin, 10s., Deck, 3s.
- Fleetwood to Douglas**—every Thursday and Saturday at noon. Fares 6s. and 3s.
- Fleetwood to Glasgow via Ardrossan**—Her Majesty and Royal Consort, March 1st, 7½ p.m.; 3rd, 8½ p.m.; 5th, 9½ p.m.; 8th, 11 p.m.; 10th, 7½ p.m.; 12th, 7½ p.m.; 15th, 7½ p.m.; 17th, 8 p.m.; 19th, 9 p.m.; 22nd, 11 p.m.; 24th, 7½ p.m.; 26th, 7½ p.m.; 29th, 7½ p.m.; 31st, 8 p.m. Fares, 20s., 18s. 6d., and 5s.; to Ardrossan 16s. and 4s.
- Folkestone to Boulogne**—March 1st, 8½ a.m.; 2nd, 9½ a.m.; 3rd, 11½ a.m.; 4th, 11½ a.m.; 5th, noon; 6th, noon; 8th, 1½ p.m.; 9th, 2 p.m.; 10th, 3 p.m.; 11th, 3 p.m.; 12th, 3½ p.m.; 13th, 7 a.m. and 6 p.m.; 15th, 8 a.m.; 16th, 9 a.m.; 17th, 9½ a.m.; 18th, 11½ a.m.; 19th, noon; 20th noon; 22nd, 1½ p.m.; 23rd, 3 p.m.; 24th, 3 p.m.; 25th, 3½ p.m.; 26th, 3½ p.m.; 27th, 7 a.m. and 6 p.m.; 29th, 8½ a.m.; 30th, 9 a.m.; 31st, 10 a.m. Fares, 8s., 6s.
- Gainsborough to Hull**—Twice a week.
- Goole to Hull**—Daily.
- Grimsby to Hull**—daily, at high water.
- Hayle to Bristol**—The Cornwall—March 2nd, 2½ p.m.; 9th, 7½ a.m.; 16th, 2 p.m.; 23rd, 8½ a.m.; 30th, 1½ p.m. The Herald—March 5th, 5½ p.m.; 12th, 10½ a.m.; 19th, 5 p.m.; 26th, 10½ a.m. The Brilliant, calling off St. Ives and Ilfracombe, (weather permitting)—March 4th, 3½ p.m.; 11th, 9 a.m.; 18th, 3½ p.m.; 25th, 10 a.m. Fares of the Brilliant, 16s., 9s. and 5s.
- Hayle to Padstow**—The Herald—March 5th, 5½ p.m.; 12th, 10½ a.m.; 19th, 5 p.m.; 26th, 10½ a.m.
- Hessle to Barton**—Daily.
- Holyhead to Dublin**—Her Majesty's Mail Packets the Dotterel, Otter, Sprightly, or Zephyr, every evening at ½ past 6. (London Time.)
- Hull to Aberdeen**—A fast-sailing Clipper Schooner will sail every Wednesday.
- Hull to Antwerp**—The Monarch—Every Saturday, as soon after 6 p.m. as the tide permits. Fares 21s. and 12s. 6d.
- Hull to Barton**—Daily.
- Hull to Boston**—The Railway every Thursday morning.
- Hull to Brigg**—Daily (Sundays excepted).
- Hull to Copenhagen**—The "Rob Roy" is intended to sail the first week in May.
- Hull to Edinburgh & Leith**—The Martello or Britannia, every Wednesday, March 3rd, 5 p.m.; 10th, 2 p.m.; 17th, 5 p.m.; 24th, 2 p.m.; 31st, 5 p.m. The Glenalbyn, every Saturday, after 6th March.
- Hull to Gainsborough**—Twice a week.
- Hull to Goole**—Daily.
- Hull to Grimsby**—daily, at high water.
- Hull to Hamburg**—The Leeds or Hamburg—No fixed days—The Archimedes discontinued during the present season.
- Hull to London**—Every day at 1 p.m. The Gazelle, every Monday. The Nithsdale, every Wednesday, The London, every Friday; and the Waterwitch or Vivid every Tuesday and Saturday. Thursdays and Sundays excepted.
- Hull to Lynn**—The Lord Nelson—March 2nd, 7 p.m.; 9th, 11 p.m.; 16th, 7 p.m.; 23rd, 11 p.m.; and 30th, 7 p.m. Best Cabin, 10s. 6d.; second ditto, 6s.
- Hull to Newcastle**—The Neptune—Every Friday.
- Hull to New Holland**—Daily.
- Hull to St. Petersburg**—The "Rob Roy" is intended to sail the first week in May.
- Hull to Wisbeach**—The Forager—every Thursday.
- Hull to Yarmouth**—The Albatross, every Friday—March 5th, 8 p.m.; 12th, 2 p.m.; 19th, 7 p.m.; 26th, 2½ p.m. Fares 13s. and 8s. The Foyle or Antelope, every Wednesday, Fares, 12s. and 8s.
- Liverpool to Amlwch**—The Windermere, from George's Pier every Wednesday, at 8 a.m.—Fares, 5s. and 2s. 6d.
- Liverpool to Beaumaris, Bangor, and Menai Bridge**—The Prince of Wales, from George's Pier Head, every Wednesday and Saturday, at 10 a.m.
- Liverpool to Belfast**—The Windsor—March 2nd, 10 p.m.; 6th, 11 p.m.; 11th, 4 p.m.; 16th, 9 p.m.; 20th, 11 p.m.; 25th, 5 p.m.; 30th, 9 p.m.—The Sea King—March 4th, 11½ p.m.; 9th, 3 p.m.; 13th, 7 p.m.; 18th, 10 p.m.; 23rd, 3 p.m.; 27th, 7 p.m.

**Liverpool to Boston, U. S.**—on the 4th of each month, except when the 3rd falls on Sunday, then on the following day.

**Liverpool to Bristol and Swansea** (calling at Milford) from Trafalgar Dock—March 6th, 11½ a.m.; 13th, 6 a.m.; 20th, 11½ a.m.; 27th, 7 a.m.—Fares, 17s. 6d. and 5s.

**Liverpool to Carlisle**—The Royal Victoria—March 1st, 9 p.m.; 4th, 11 p.m.; 8th, 12 midnight; 11th, 4 p.m.; 15th, 8 p.m.; 18th, 10 p.m.; 22nd, 12 midnight; 25th, 5 p.m., calling off Whitehaven, weather permitting.—The Fire Fly, calling at Annan and off Whitehaven.—No information received.—Fares, 8s. and 3s.

**Liverpool to Carnarvon**—The Mersey from Clarence Dock—March 1st, 9 a.m.; 4th, 11 a.m.; 8th, 12 noon; 11th, 5 a.m.; 15th, 9 a.m.; 18th, 10 a.m.; 22nd, 1 p.m.; 25th, 6 a.m.; and 29th, 8 a.m.

**Liverpool to Cork**—The Nimrod, March 3rd, 10 a.m.; 9th, 2 p.m.; 17th, 10 a.m.; 23rd, 3 p.m.; and 31st, 10 a.m. Fares 27s. 6d. and 10s.

**Liverpool to Douglas, Isle of Man**—The King Orry—March 2nd, 11 a.m.; 5th, 12 noon; 9th, 9 a.m.; 12th, 9 a.m.; 16th, 10 a.m.; 19th, 11 a.m.; 23rd, 9 a.m.; 26th, 9 a.m.; 30th, 10 a.m.—Fares, 9s. and 4s.

**Liverpool to Drogheda**—March 1st, 8 p.m.; 2nd, 9 p.m.; 3rd, 10 p.m.; 5th, 10 p.m.; 6th, 11 p.m.; 8th, 12 night; 10th, 2 p.m.; 11th, 3 p.m.; 12th, 5 p.m.; 13th, 6 p.m.; 15th, 8 p.m.; 16th, 8½ p.m.; 17th, 9½ p.m.; 19th, 10 p.m.; 20th, 11 p.m.; 22nd, 1 p.m.; 24th, 3 p.m.; 25th, 4 p.m.; 26th, 5 p.m.; 27th, 6½ p.m.; 29th, 8 p.m.; 30th, 9 p.m.; 31st, 9 p.m.—Fares 10s. and 2s.

**Liverpool to Dublin via Kingstown**—Daily—Her Majesty's Mail Packets, Merlin, Medusa, Urgent, and Medina, at 4 50 a.m. Cabin, £1; Children under 10 years of age 10s.

**Liverpool to Dublin**—The Prince, Princess and Iron Duke, sail alternately every evening, at seven o'clock, from George's Pier Head, with the mails and cabin passengers only, to Kingstown Harbour.

**Liverpool to Dumfries**—March 1st, 8½ p.m.; 9th, 12 night; 15th, 7 p.m.; 23rd, 2 p.m.; 29th, 7 p.m. Fares 8s. and 3s.

**Liverpool to Dundalk**—The Dundalk—From Clarence Dock—March 1st, 9 p.m.; 4th, 11 a.m.; 8th, 1 p.m.; 11th, 4 p.m.; 15th, 8 p.m.; 18th, 11 a.m.; 22nd, 1 p.m.; 25th, 5 p.m.; 29th, 8 p.m.

**Liverpool to Garliestown**—March 4th, 10 p.m.

**Liverpool to Greenock and Glasgow**—See page 76.

**Liverpool to Halifax, N.S., & Boston, U.S.**—On the 4th of every month, except when the 3rd falls on Sunday, then on the following day.

**Liverpool to Kirkcubright**—The Finn Mac Coull, or Coleraine, March 8th, 12 night; 23rd, 2 p.m.—The Countess of Galloway—March 1st, 9 p.m.

**Liverpool to Londonderry**—March 2nd, 16th, & 30th, 10 a.m.; 9th, 2 p.m.; 23rd, 3 p.m.

**Liverpool to Mostyn**—The Taliesin—March 2nd, 9½ a.m.; 4th, 10½ a.m.; 6th, 11½ a.m.; 9th, 1½ p.m.; 11th, 3½ p.m.; 13th, 6½ a.m.; 16th, 8½ a.m.; 18th, 10 a.m.; 20th, 11½ a.m.; 23rd, 2 p.m.; 25th, 2½ p.m.; 27th, 7½ a.m.; 30th, 8½ a.m. Cabin, 3s.; Deck, 2s.

**Liverpool to Newry**—The Sea Nymph—No information received.—Fares, 12s. 6d. and 2s. 6d.

**Liverpool to Port Rush**—March 13th, 7 a.m.; 27th, 8 a.m.

**Liverpool to Rhyl**—March 2nd, 7 a.m.; 4th, 8 a.m.; 6th, 9 a.m.; 9th, 11 a.m.; 11th, 1 p.m.; 13th, 3½ p.m.; 16th, 6 a.m.; 18th, 7½ a.m.; 20th, 9 a.m.; 23rd, 11½ a.m.; 25th, 2 p.m.; 27th, 4 p.m.; 30th, 11½ a.m.

**Liverpool to Runcorn**—The Blanche, from George's Pier Head, in connexion with the Bridgewater Canal Packets from Manchester.—March 1st, 9½ a.m.; 2nd, 10 a.m.; 3rd, 10½ a.m.; 4th, 11 a.m.; 5th, 11½ a.m.; 6th, 12 noon; 7th, 12½ p.m.; 8th, 1 p.m.; 9th, 1½ p.m.; 10th, 2½ p.m.; 11th, 3½ a.m.; 12th, 5 a.m. and 5½ p.m.; 13th, 6 a.m. and 6½ p.m.; 14th, 7 a.m.; 15th, 8 a.m.; 16th, 8½ a.m.; 17th, 9½ a.m.; 18th, 10 a.m.; 19th, 11 a.m.; 20th, 12 noon; 21st, 12½ p.m.; 22nd, 1 p.m.; 23rd, 1 p.m.; 24th, 3 p.m.; 25th, 4½ p.m.; 26th, 5½ a.m. and 6 p.m.; 27th, 7 a.m. and 7 p.m.; 28th, 7½ a.m.; 29th, 8 a.m.; 30th, 9 a.m.; 31st, 9½ p.m. Fares, First Cabin 1s. 6d., Second Cabin 1s.

**Liverpool to Waterford**—The William Penn—March 2nd, 9 a.m.; 9th, 2 p.m.; 16th, 9 a.m.; 23rd, 2 p.m.; 30th, 9 a.m.—Fares, 22s. 6d. and 7s. 6d.

**Liverpool to Wexford**—From Trafalgar Dock—March 2nd, 9½ a.m.; 9th, 2 p.m.; 16th, 8½ a.m.; 23rd, 2 p.m.; 30th, 8½ a.m.—Fares, 12s. 6d., and 5s.

**Liverpool to Whitehaven**—March 1st, 10½ a.m.; 5th, 12 noon; 8th, 4 p.m.; 12th, 9½ a.m.; 15th, 8½ p.m.; 19th, 11 a.m.; 22nd, 4½ p.m.; 26th, 10 a.m.; 29th, 9 p.m.—Fares, 12s. and 5s.

**Liverpool to Wigtown**—The Finn Mac Coull, or Coleraine—March 4th and 18th, 10 p.m.

**London to Aberdeen**—From the Aberdeen Steam Wharf, 257, Wapping.—The City of Aberdeen, March 6th and 20th, 12 noon.—The City of London—March 13th and 27th, 6 p.m.

**London to Berwick**—The Manchester—March 4th, 8 a.m.; 16th, 8 a.m.; 25th, 8 a.m.—Fares, £1 17s. 6d. and £1 6s. 6d.

**London to Cork**—Every Thursday Morning.

**London to Dublin**—Every Wednesday and Saturday. Fares 30s. 6d., 20s., and 10s.

**London to Dundee**—The London, or the Dundee—From Downe's Wharf—March 3rd, 12 noon; 10th, 2 p.m.; 17th, 12 noon; 24th, 3 p.m.; 31st, 12 noon.—Main Cabin, £2 5s., Steward's fees, 3s.; Second Cabin, £1 6s., Steward's Fees, 2s. Children from two to thirteen years, half fare; exclusive of provisions.

**London to Edinburgh**—The Royal William, or Royal Victoria—March 6th, 10th, 13th, 20th, 24th, and 27th, 10 p.m.—Fares, £3 and £1 15s., and £1, including provisions.—The Trident, Clarence, and Leith—March 3rd, 6th, 13th, 17th, 20th, 27th, and 31st, at 10 p.m. Fares, £3 and £1 15s.



- London to Falmouth**—Every Wednesday and Saturday.—Fares 25s., 15s., and 7s. 6d.  
**London to Hull**—From London Bridge Wharf, the Waterwitch and Vivid—every Tuesday and Friday, at 8 a.m.—Fares, 17s. 6d. & 10s.—The London every Tuesday, the Gazette every Thursday, and the Nithsdale every Saturday, at 8 a.m., from Custom Quay.—Fares, 12s. 6d. and 7s.  
**London to Newcastle**—every Saturday, at 8 p.m. Fares, 30s. and 20s.  
**London to Plymouth**—Every Wednesday and Saturday, Fares 23s., 15s., and 5s.  
**London to Topsham**—March 10th, 20th, and 30th. Fares 15s. and 7s. 6d.  
**London to Torquay**—March 10th, 20th, and 30th. Fares 15s. and 7s. 6d.  
**London to Weymouth**—March 10th, 20th, and 30th. Fares 15s. and 7s. 6d.  
**London to Yarmouth**—every Wednesday and Saturday, at 6 p.m. Fares, 10s. and 5s.  
**Lynn to Hull**—The Lord Nelson—March 5th, 8 a.m.; 12th, 1 p.m.; 19th, 7 a.m.; 26th, 1 p.m.—Best Cabin, 10s. 6d., Second Cabin, 6s.
- 
- London to Foreign Stations** :—  
**London to Antwerp**—The Soho, every Thursday at 10 a.m. Chief cabin, £2 2s., fore cabin, £1 12s. 6d. Children under ten years half fare.  
**London to Boulogne**—The Harlequin, and William Jolliffe—March 4th, 11 a.m.; 11th, 6 a.m.; 18th, 11 a.m.; 25th, 6 a.m.—Fares, 15s. and 10s.; children under ten years half price.  
**London to Calais**—The Belfast and Tourist, from London Bridge Wharf—March 4th, 2 a.m.; 7th, 2 a.m.; 11th, 7 a.m.; 14th, 9 a.m.; 18th, 2 a.m.; 21st, 2 a.m.; 25th, 7 a.m.; 28th, 9 a.m.; Fares 15s. and 10s. Children under 10 years, half price.  
**London to Hamburg**—The Wilberforce, Princess Royal, Countess of Lonsdale, John Bull, & Caledonia March 3rd, 2 a.m.; 6th, 3 a.m.; 10th, 5 a.m.; 13th, 6 a.m.; 17th, 1 a.m.; 20th, 3 a.m.; 24th, 6 a.m.; 27th, 6 a.m.; 31st, 1 a.m.—Chief Cabin, £4; Fore cabin, £3.  
**London to Havre**—The James Watt, and Columbine—From St. Katherine's Steam Wharf.—March 5th, 10th, 14th, 20th, 25th, and 30th, at 8 a.m.—Fares—Chief Cabin, £1 10s.; Fore Cabin £1.  
**London to Ostend**—Triton, Sir Edward Banks, and Menai, direct from Brunswick Wharf, Blackwall—March 3rd, 11 a.m.; 6th, 4 a.m.; 10th, 5 a.m.; 13th, 10 a.m.; 17th, 11 a.m.; 20th, 4 a.m.; 24th, 5 a.m.; 27th, 10 a.m.; 31st, 11 a.m.—Chief cabin, £1 10s.; Fore Cabin, £1 5s.; Children under ten years, half price.  
**London to Rotterdam**—The Rainbow, Giraffe, & Ocean, every Wednesday and Saturday morning, from Brunswick Wharf, Blackwall, at 10 precisely.—Fares, £2 2s.; £1 12s. 6d.
- 
- Newcastle to London**—March 6th, 5 a.m.; 13th, 11 a.m.; 20th, 5 a.m.; 27th, 11 a.m. Fares, 30s. & 20s.  
**New Holland to Hull**—daily.  
**Padstow to Bristol**—The Herald—March 5th, 10½ p.m.; 12th, 3 p.m.; 19th, 9½ p.m.; 26th, 3½ p.m.  
**Plymouth to Cork**—Every Saturday Morning.  
**Plymouth to Torquay, Guernsey, and Jersey**—Every Monday and Thursday.  
**Ramsgate to Ostend**—March 1st, 7 a.m.; 4th, 8 a.m.; 8th, 8 a.m.; 11th, 10 a.m.; 15th, 7 a.m.; 18th, 8 a.m.; 22nd, 8 a.m.; 25th, 5 a.m.; 29th, 7 a.m.  
**Runcorn to Liverpool**—The Blanche, —March 1st, 11½ a.m., 2nd, 12½ p.m., 3rd, 1 p.m.; 4th, 1½ p.m.; 5th, 1½ p.m.; 6th, 2½ p.m.; 7th, 2½ p.m.; 8th, 3½ p.m.; 9th, 4½ p.m.; 10th, 6 p.m.; 11th, 6½ p.m.; 12th, 7½ a.m.; and 7½ p.m.; 13th, 8½ a.m., and 9 p.m.; 14th, 9½ a.m.; 15th, 10½ a.m., 16th, 11 a.m., 17th, 12 noon; 18th, 12½ p.m.; 19th 1½ p.m.; 20th, 2½ p.m.; 21st, 3 p.m., 22nd, 3½ p.m.; 23rd, 4½ p.m.; 24th, 5½ p.m.; 25th, 7½ p.m.; 26th, 8 a.m. and 8½ p.m.; 27th, 9 a.m.; and 9½ p.m.; 28th, 10 a.m.; 29th, 10½ a.m.; 30th, 11½ a.m.; 31st, 11½ a.m.—Fares, First Cabin 1s. 6d.; Second Cabin 1s.  
**Southampton to Bombay**, (in connexion with the Hon. E. I. Company's Steamers from Suez,) on the 3rd of every month, at 2 p.m.; when the 3rd falls on Sunday the hour of departure is 9 a.m.  
**Southampton to Ceylon, Madras, and Calcutta**, on the 20th of every month, at 2 p.m. N.B. When the 20th falls on the Sunday, the hour of departure is 9 a.m.  
**Southampton to Constantinople, Samsoun, Sinope, and Trebisond, calling at Gibraltar and Malta**, on the 3rd of every month, at 2 p.m.; when the 3rd falls on Sunday the hour of departure is 9 a.m.  
**Southampton to Vigo, Oporto, Lisbon, Cadiz, & Gibraltar**—The Peninsular and Oriental Company's Steamers, on the 7th, 17th, and 27th of every month, except when these dates fall on Sunday, then on the Monday.  
**Southampton to Guernsey and Jersey**—Every Tuesday, Thursday, and Saturday, at 7 p.m. Main Cabin, £1. 1s., Second Cabin, 14s.  
**Southampton to Havre**—March 3rd, 9 p.m.; 6th, 10 p.m.; 10th, 2½ p.m.; 13th, 4½ p.m.; 17th, 8 p.m., 20th, 10 p.m.; 24th, 2½ p.m.; 27th, 4½ p.m.; 31st, 8 p.m. Main Cabin, £1. 1s., Fore Cabin, 14s.  
**Southampton to Malta and Alexandria**—The Peninsular and Oriental Company's Steamers, on the 3rd and 20th of every month, at 2 p.m., with the mails; when the dates fall on Sunday the hour of departure is 9 a.m.  
**Southampton to Penang, Singapore, and Hong Kong**, on the 20th of every month, at 2 p.m. N.B. When the 20th falls on the Sunday, the time of sailing is 9 a.m.

**Southampton to Portsmouth**—Every Wednesday and Saturday.

**Southampton to the West Indies**—The Royal Mail Steam Packet Company's Ships on the 2nd and 17th of every month, at 2 p.m.

**Topsham, Torquay, and Weymouth to London**—March 5th, 15th, and 25th. Fares, 15s., and 7s. 6d.

**Whitehaven to Belfast**—March 1st, 10 p.m.; 8th, 1 p.m.; 15th, 9 p.m.; 22nd, 1 p.m.; 29th, 8½ p.m. Fares 12s. and 3s.

**Whitehaven to Liverpool**—March 2nd, 10 p.m.; 5th, 2 p.m.; 9th, 4 p.m.; 12th, 6 p.m.; 16th, 9 p.m.; 19th, 2 p.m.; 23rd, 5 p.m.; 26th, 7 p.m.; 30th, 10 p.m. Fares, 12s. and 5s.

**Yarmouth to Hull**—The Albatross—March 2nd, 4½ p.m.; 9th, 2 p.m.; 16th, 3½ p.m., 23rd, 2 p.m.; 30th, 3 p.m. Fares, 13s., and 8s.—The Foyle or Antelope every Saturday. Fares, 12s. and 8s.

**Yarmouth to London**—The Ramona and the William Jolliffe, March 3rd, 11 a.m.; 6th, 12 noon; 10th, 3 p.m.; 13th, 4 p.m.; 17th, 6 p.m.; 20th, 12 noon; 24th, 3 p.m.; 27th, 4 p.m.; 31st, 6 p.m. Fares, 10s. and 5s.

## SCOTLAND.

**Aberdeen to Edinburgh**—Every Tuesday, Wednesday, and Saturday, at 6 a.m.

**Aberdeen to Hull**—A fast sailing clipper schooner will sail every Wednesday.

**Aberdeen to Inverness**—Every Tuesday, at 5 p.m.

**Aberdeen to Kirkwall**—Every Friday, at 5 p.m.

**Aberdeen to London**—The Duke of Wellington—March 5th, 1 p.m.; 17th, 12 noon; and 31st, 12 noon. The City of London—6th, and 20th, at 2 p.m. The City of Aberdeen—13th, 8½ p.m., and 27th, at 9 p.m.

**Aberdeen to Wick**—Every Friday, at 5 p.m.

**Ardershaig to Glasgow**—Daily, at 8½ a.m.

**Ardrossan to Belfast** every Monday, Wednesday, and Friday, at 8 p.m.

**Ardrossan to Fleetwood**—Every Monday, Wednesday, and Friday, at 5 p.m. Fares, 16s. & 4s.

**Arran, Brodick, and Lamash to Glasgow**—Every Monday, at 6 a.m. Fares, 2s. & 1s. 6d.

**Dumbarton to Glasgow**—Daily at 8 a.m. 12 noon, and 4 p.m. Fares, 1s. and 6d.

**Dumfries to Liverpool**—The Glencaple and Carsethorn—March 5th, 1½ a.m.; 13th, 7 a.m.; 19th, 10½ a.m.; 26th, 7 a.m. Fares, 8s. and 3s.

**Dundee to London**—The Dundee or London March 3rd, 3 p.m.; 10th, 3 p.m.; 17th, 2 p.m.; 24th, 3 p.m.; and 31st, 2 p.m. Main Cabin, £2 5s., Steward's Fees, 3s.; Second Cabin, £1 6s., Steward's Fees, 2s.; Children from two years to thirteen years Half Fare: exclusive of provisions.

**Dunoon to Glasgow**—Daily, at 8½ a.m., and 2½ p.m.

**Edinburgh to Aberdeen**—Every Tuesday, Friday, and Saturday, at 6 a.m.

**Edinburgh to Inverness**—Every Tuesday, at 6 a.m.

**Edinburgh to Kirkwall, Orkney**—Every Friday at 6 a.m.

**Edinburgh to London**—The Royal Victoria or the Royal William—March 6th, 10th, 13th, 20th, 24th, and 27th, at 8. Fares, including provisions, Chief Cabin, £3; Second Cabin, £1 15s.; Deck 20s. The Trident, Clarence, and Leith, March 3rd, 6th, 13th, 17th, 20th, 27th, and 31st, at 3 p.m.—Fares, £3 and £1 15s., including provisions.

**Edinburgh to Wick**—Every Friday, at 6 a.m.

**Gareloch-head to Glasgow**—Daily, at 7½ a.m.

**Garliestown to Liverpool**—March 6th, at 11 a.m.

**Glasgow to Ardrishaig**—From foot of Broomielaw, every day, at 7½ a.m.

**Glasgow to Brodick**—Every Saturday at 1 p.m. Fares, 2s. and 1s. 6d.

**Glasgow to Dublin**—The Mercury or Vanguard—March 2nd, 11 a.m.; 5th, 11 a.m.; 12th, 8 a.m.; 16th, 10 a.m.; 19th, 11 a.m.; 26th, 8 a.m., 30th, 10 a.m. The Ocean or Minerva—9th, and 23rd, 3 p.m. Cabin Fare of the Ocean or Minerva, 20s. including Steward's fee.

**Glasgow to Dumbarton**—From Glasgow Bridge, daily, at 7½ a.m., 11 a.m., and 4 p.m. Fares 1s. and 6d.

**Glasgow to Fleetwood**—A train leaves the Ayr Railway Station, at 3½ p.m. every Monday, Wednesday, and Friday, to meet "Her Majesty," or "Royal Consort," which leaves Ardrossan at 5 p.m. Fares, Cabin and First class, 20s.; Cabin and Second Class, 18s. 6d.; Deck and Third Class, 5s.

**Glasgow to Gareloch-head**—Daily, at 3 p.m. **Glasgow to Greenock** by all the Steamers. The River ones may be overtaken by coming down by Railway, one hour after their sailing from Glasgow.

**Glasgow to Greenock, Gourock, Kilm, Dunoon, and Rothesay**, from foot of Quay, daily, at 7½ a.m., and from Glasgow Bridge at 1½ p.m.

**Glasgow to Helensburgh, Row, Roseneath**—daily, at 7 45 a.m., 12 noon, and 3 p.m.

**Glasgow to Inverary**—Every Monday and Thursday, from Foot of Quay, at 7 30 a.m.

**Glasgow to Largs and Millport**—Daily, at 1 p.m. Fares, 1s. 6d. and 1s.

**Glasgow to Liverpool } See page 76.**  
**Greenock to Liverpool }**

**Glasgow to Londonderry**—2nd, 10 a.m.; 3rd 2 p.m.; 5th 3 p.m.; 9th 2 p.m.; 10th 4 p.m.; 12th 5 p.m.

**Glasgow to Oban, Tobermory and Portree**—weather, &c. permitting, and March 2nd, at 12 noon.

**Glasgow to Port-Askaig, Islay via Tarbert**—every Wednesday at 7½ a.m.



**Glasgow to Port-Allen**—every Monday at 1 p.m.

**Glasgow to Stanraer**—The Albion—calling off Girvan, and Ballantrae, (weather permitting)—March 4th and 18th 10 a.m.; and 11th and 25th 7 a.m.

**Glasgow to Stornoway**—calling at the intermediate ports, weather, &c. permitting, March 2nd, 12 noon.

**Glasgow to Tarbert**—Every day at 7½ a.m. from foot of Broomielaw.

**Gourock to Glasgow**—every day, at 8½ a.m. and 2 50 p.m.

**Greenock to Ardrishaig**—every day 10 a.m.,

**Greenock to Gourock, Kirk, Dunoon, and Rothesay**—every day, at 10 a.m., and 4 p.m.

**Greenock to Inverary**—every Monday and Thursday, at 10 a.m.

**Greenock to Port-Askaig, by Tarbert**—every Wednesday at 10 a.m.

**Greenock to Tarbert**—every day at 10 a.m.

**Inverness to Edinburgh**—every Thursday at 10 p.m.

**Inverary to Glasgow**—every Tuesday and Friday at 6 a.m.

**Kirkcudbright to Liverpool**—The Finn MacCull, or Coleraine—March 11th, & 25th, 4 p.m.

**Kirkwall to Edinburgh**—every Tuesday Morning

**Largs to Glasgow**—Daily at 8½ a.m. Fares, 1s. 6d., and 1s.

**Millport and Largs to Glasgow**—Daily, at 7½ and 8½. Fares 2s., and 1s. 6d.

**Port-Askaig to Tarbert**—every Wednesday at 11 a.m. Passengers conveyed to Glasgow the following morning by the Castle Steamer.

**Port-Allen to Tarbert, calling at Port Askaig**—every Wednesday at 7 a.m.

**Port-Askaig to Glasgow, calling at Port-Allen**—every Friday at 8 a.m.

**Port-Allen to Glasgow**—every Friday 1 p.m.

**Port-Allen, by Tarbert to Glasgow**—every Wednesday at 7 a.m.

**Portpatrick to Donaghadee**—Her Majesty's Mail Packets, the Pike or Asp, as soon after 3 40 a.m., as the Mails shall be received on board. Cabin 5s.; Children, 2s. 6d.

**Rothesay to Glasgow**—Every day, at 7½ a.m., and 1½ p.m.

**Stranraer to Belfast**—1, 9 a.m., 15, & 29, 8 a.m.

**Stranraer to Glasgow**—2nd, 10 a.m.; 9th, 2 p.m.; 16th, 9 a.m.; 23rd, 2 p.m.; and 30th, 9 a.m.

**Tarbert to Glasgow**—Every day about 9½ a.m.

**Tarbert to Port-Askaig**—every Wednesday, as soon as possible after the arrival of the boat from Glasgow, which leaves at 7½ a.m.

**Wick to Edinburgh**—Every Tuesday morning

**Wigtown to Liverpool**—The Finn MacCull or Coleraine, March 6th and 20th, at 12 noon.

## IRELAND.

**Belfast to Ardrossan**—The Fire Fly, and the Glow Worm, Tuesdays and Thursdays, at 9 p.m., and Saturdays, at 12 noon.—Cabin 8s., Deck 2s.

**Belfast to Carlisle**—The Fire Fly or Newcastle. March 11th and 25th, at 5 p.m.

**Belfast to Dublin**—Every Thursday. Fares 12s., and 5s.

**Belfast to Fleetwood**—The Princess—March 1st, 7 p.m.; 5th, 3 p.m.; 10th, 5 p.m.; 15th, 6 p.m.; 19th, 2 p.m.; 24th, 5 p.m.; 29th, 6 p.m. The Prince, March 3rd, 1½ p.m.; 8th, 4 p.m.; 12th, 5 p.m.; 17th, 7 p.m.; 22nd, 4 p.m.; 26th, 6 p.m.; and 31st, 7 p.m. Fares, 15s. 10s., and 3s.

**Belfast to Glasgow** (via Ardrossan)—The Fire Fly, and the Glow Worm, Tuesdays and Thursdays, at 9 p.m., and Saturdays, at 12 noon.—Fares, 12s., 10s. 6d., and 2s. 6d.

**Belfast to Greenock and Glasgow**—March 1st, 7 p.m.; 5th, 8 p.m.; 8th, 2 p.m.; 12th, 3 p.m.; 15th, 6 p.m.; 19th, 8 p.m.; 22nd, 2 p.m.; 26th, 3 p.m.; 29th, 6 p.m.

**Belfast to Liverpool**—Every alternate Tuesday, Thursday, and Saturday. The Sea King, March 2nd, 6th, 11th, 16th, 20th, 25th, & 30th.

**Belfast to Stranraer**—The Albion—March 1st, 5 p.m.; 15th and 29th, 4 p.m.

**Belfast to Whitehaven**—The Queen, and Earl of Lonsdale—March 3rd, 11 a.m.; 10th, 2 p.m.; 17th, 11 a.m.; 24th, 2 p.m.; 31st, 11 a.m. Fares, Cabin, 12s.; Deck 3s.

**Cork to Bristol**—The Sabrina, Capt. Parker—The Rose, Capt. Gilmore—March 2nd, 3 p.m.; 5th, 6 a.m.; 9th, 8 a.m.; 12th, 10 a.m.; 16th, 2 p.m.; 19th, 6 a.m.; 23rd, 8 a.m.; 26th, 11 a.m.; 30th, 2 p.m. Fares £1 12s. 6d., and 10s.

**Cork to Dublin**—The Vanguard, March 9th and 23rd, 9 a.m. The Ocean, or Minerva, March 2nd, 16th, and 30th. Fares 20s. and 7s. 6d.

**Cork to Greenock & Glasgow**—The Ocean or Minerva. March 2nd 16th, and 30th, at 3 p.m. Fares £2, and 15s.

**Cork to Liverpool**—The Nimrod, March 6th, 5 p.m.; 13th, 1 p.m.; 20th, 5 p.m.; and 27th, 1 p.m.; Fares £1 7s. 6d., and 10s.

**Cork to London** calling at Plymouth—March 4th, 4 p.m.; 11th, 10 a.m.; 18th, 4 p.m.; and 25th, 10 a.m. Fares 30s., and 10s.; to Plymouth 25s., and 8s.

**Donaghadee to Portpatrick**—Her Majesty's Mail Packets, The Pike or Asp, every day, at 12½ noon. Cabin 5s.; Children 2s. 6d.

**Drogheda to Liverpool**—March 1st, 8 p.m.; 2nd, 8½ p.m.; 4th, 9 p.m.; 5th, 10½ a.m.; 6th, 11 a.m.; 8th, 12 noon; 9th, 1 p.m.; 11th, 3 p.m.; 12th, 5 p.m.; 13th, 6 p.m.; 15th, 7 p.m.; 16th, 8 p.m.; 18th, 10 a.m.; 19th, 10 a.m.; 20th, 11 a.m.; 22nd, 1 p.m.; 23rd, 2 p.m.; 25th, 4 p.m.; 26th, 5 p.m.; 27th, 6 p.m.; 29th, 7 p.m.; 30th, 8 p.m.—Fares, 10s., and 2s.

**Dublin to Belfast**—March 2nd, 9 p.m.; 9th, 2 p.m.; 16th, 8 p.m.; 23rd, 2 p.m.; 30th, 8 p.m. Fares 12s. & 5s.

**Dublin to Bristol**—The Shamrock—March 2nd, 8 a.m.; 9th, 10½ a.m.; 16th, 8 a.m.; 23rd, 10½ a.m.; 30th, 8 a.m.

**Dublin to Cork**—The Vanguard, March 5th 11 a.m.; 19th, 10 a.m. The Ocean or Minerva, March 12th, 4 p.m., and 26th, 4½ p.m. Fares 20s. and 7s. 6d.

**Dublin to Falmouth**—Every Wednesday.

**Dublin to Glasgow**—The Mercury or Vanguard, March 2nd, 12 noon; 9th, 2 p.m.; 12th, 4 p.m.; 16th, 11 a.m.; 23rd, 2 p.m.; 26th, 4 p.m.; 30th, 7 p.m.—The Ocean or Minerva—March 5th and 19th, at 12 noon. Fares 20s., and 7s. 6d.

**Dublin to Holyhead**—Her Majesty's Mail Packets, The Doterel, Otter, Sprightly, or Zephyr, every morning, at 9 o'clock, (London time.) Cabin passengers, 15s.; Children under ten, 7s. 6d.

**Dublin to Liverpool**—Her Majesty's Mail Packets, Medusa, Urgent, and Medina, every morning, at 7.

**Dublin to Liverpool**—The Prince, Princess, and Iron Duke, every evening at half-past 6 o'clock, with the mails and passengers only, from Kingstown Harbour.

**Dublin to Liverpool**—March 1st, 8 p.m.; 2nd, 9 p.m.; 3rd, 9 p.m.; 4th, 9 p.m.; 5th, 10 a.m.; 6th, 11 a.m.; 8th, 12 noon; 9th, 1 p.m.; 10th, 2 p.m.; 11th, 3 p.m.; 12th, 4 p.m.; 13th, 5 p.m.; 15th, 7 p.m.; 16th, 8 p.m.; 17th, 9 p.m.; 18th, 9 p.m.; 19th, 10 a.m.; 20th, 11 a.m.; 22nd, 1 p.m.; 23rd, 1 p.m.; 24th, 2 p.m.; 25th, 3 p.m.; 26th, 4 p.m.; 27th, 5 p.m.; 29th, 7 p.m.; 30th, 8 p.m.; 31st, 8 p.m.

**Dublin to London**—March 3rd, 10 a.m.; 6th, 12 noon; 10th, 2 p.m.; 13th, 6 p.m.; 17th, 10 a.m.; 20th 12 noon; 24th, 3 p.m.; 27th, 6 p.m.; 31st, 9 a.m.

**Dublin to Plymouth**—Every Wednesday and Saturday.

**Dublin to Southampton**—Every Wednesday.

**Dundalk to Liverpool**—The Dundalk, as follows—March 2nd, 10 p.m.; 6th, 12 noon; 9th, 2 p.m.; 13th, 7 p.m.; 16th, 9 p.m.; 20th, 11 a.m.; 23rd, 2 p.m.; 27th, 7 p.m. 36th, 9 p.m.;

**Londonderry to Glasgow**—March 2nd, 7 a.m.; 4th, 8 a.m.; 5th, 11 a.m.; 9th, 8 a.m.; 11th, 9 a.m.; 12th; 10 a.m.; 16th, 7 a.m.

**Londonderry to Liverpool**—March 5th, 11 a.m.; 12th, 1 p.m.; 19th, 10 a.m.; 26th, 1 p.m.

**Port Rush to Liverpool**—March 2nd, 9 a.m.; and 16th and 30th, at 8 a.m.

**Waterford to Bristol**—March 2nd, 3 p.m.; 5th, 7 a.m.; 9th, 10 a.m.; 12th, 1 p.m.; 16th, 3 p.m.; 19th, 7 a.m.; 23rd, 10 a.m.; 26th, 1 p.m.; 30th, 3 p.m.

**Waterford to Liverpool**—Every Friday. Fares 22s. 6d. and 7s. 6d.

**Waterford to Milford Haven**—Her Majesty's Mail Packets, The Adder, Advice, Jasper, Pigmy or Prospero, every day, at 10 a.m., with the mail.

**Wexford to Liverpool**—The Town of Wexford—Every Friday.—Cabin, 10s.; steward's fee 2s. 6d.; deck 6s.

## WALES.

**Cardiff to Bristol**—March 1st, 3½ p.m.; 2nd, 5 a.m.; 3rd, 5 a.m.; 4th, 5½ a.m.; 5th, 6 a.m.; 6th, 6 a.m.; 8th, 7 a.m.; 9th, 8 a.m.; 10th, 8 a.m.; 11th, 9½ a.m.; 12th, 11 a.m.; 13th, 1 p.m.; 15th, 2½ p.m.; 16th, 4 p.m.; 17th 5 a.m.; 18th, 5½ a.m.; 19th, 6 a.m.; 20th, 6½ a.m.; 22nd, 7½ a.m.; 23rd, 8 a.m.; 24th, 9 a.m.; 25th, 10½ a.m.; 26th, 11½ a.m.; 27th, 1 p.m.; 29th, 2½ p.m.; 30th, 3½ p.m.; 31st, 3 p.m.

**Carmarthen to Bristol** (calling at Tenby).—The Phoenix.—March 2nd, 5 a.m.; 9th, 8½ a.m.; 16th, 4 a.m.; 23rd, 9 a.m.; 30th, 4 a.m.

**Haverfordwest to Bristol**—The Star.—March 5th, 8 a.m.; 12th, 11½ a.m.; 19th, 8 a.m.; 26th, 1 p.m.

**Menai Bridge to Liverpool**—The Prince of Wales, every Monday, & Friday at 9 a.m.—The Mersey March 3rd, 6 a.m.; 6th, 7 a.m.; 10th, 9 a.m.; 13th, 9 a.m.; 17th, 5 a.m.; 20th, 7 a.m.; 24th, 9 a.m.; 27th, 9 a.m.; and 31st, 5 a.m.

**Milford to Bristol**—The Star, March 6th, 3 a.m.; 12th, 9 p.m.; 20th, 3 a.m.; 26th, 9 p.m.

**Milford Haven, Pembrokeshire to Waterford**—Her Majesty's Mail Packets the Adder, Advice, Jasper, Pigmy, or Prospero every day (weather permitting) 15 minutes after the arrival of the London Mail, which should arrive at 7 39 p.m.—Cabin £1, Children under 10, 10s., Deck 10s., Children 2s.

**Mostyn to Liverpool**—The Taliesin—March 1st, 9 a.m.; 3rd, 10 a.m.; 5th, 11 a.m.; 8th, 12½ noon; 10th, 2 p.m.; 12th, 6½ a.m.; 15th, 8 a.m.; 17th, 9½ a.m.; 19th, 10½ a.m.; 22nd, 1 p.m.; 24th, 2½ p.m.; 26th, 6½ a.m.; 29th, 8 a.m.; 31st, 9 a.m.—Cabin. 8s. Deck, 2s.

**Newport to Bristol**—The Swift and Usk.—March 1st, 5 a.m.; 2nd, 6 a.m.; 3rd, 6 a.m.; 4th, 6½ a.m.; 5th, 7 a.m.; 6th, 7½ a.m.; 8th, 7½ a.m.; 9th, 8 a.m.; 10th, 9 a.m.; 11th, 10 a.m.; 12th, 11 a.m.; 13th, 1 p.m.; 15th, 3 p.m.; 16th, 4 p.m.; 17th, 6 a.m.; 18th, 6 a.m.; 19th, 6½ a.m.; 20th, 6½ a.m.; 22nd, 8 1 p.m.; 23rd, 8½ a.m.; 24th, 9 a.m.; 25th, 10½ a.m.; 26th, 12 noon; 27th, 1½ p.m.; 29th, 3 p.m.; 30th, 3½ p.m.; 31st, 4 p.m.—Cabin, 3s.; Deck, 2s.

**Rhyl to Liverpool**—March 1st, 9½ a.m.; 3rd, 10½ a.m.; 5th, 12 noon; 8th, 1 p.m.; 10th, 3 p.m.; 12th, 6 a.m.; 15th, 8½ a.m.; 17th, 10 a.m.; 19th, 11 a.m.; 22nd, 2 p.m.; 24th, 4 p.m.; 26th, 6½ a.m.; 29th, 8½ a.m.; 31st, 10 a.m.—Fares, 4s., and 2s. 6d.

**Swansea to Bristol**—Bereford and County—March 2nd, 7½ a.m.; 4th, 8 a.m.; 5th, 8½ a.m.; 6th, 9 a.m.; 9th, 10½ a.m.; 11th, 1 a.m.; 12th, 1½ a.m.; 13th, 3 a.m.; 16th, 6½ a.m.; 18th, 8 a.m.; 19th, 8½ a.m.; 20th, 9 a.m.; 23rd, 10½ a.m.; 25th, 1 a.m.; 26th, 2 a.m.; 27th, 4 a.m.; 30th, 6½ a.m.

**Swansea to Liverpool**, Calling at Milford—March 10th, 9 a.m.; 17th, 6 a.m.; 24th, 9 a.m.; 31st, 6 a.m.

**Tenby to Bristol**—The Phoenix and Star—March 2nd, 8 a.m.; 6th, 9 a.m.; 9th, 11½ a.m.; 13th, 3 a.m.; 16th, 7 a.m.; 20th, 9½ a.m.; 23rd, 12 noon; 27th, 3½ a.m.; 30th, 7 a.m.



# FROM FOREIGN STATIONS TO ENGLISH PORTS.

- Antwerp to Hull**—Every Wednesday at noon. Fares 21s. and 12s. 6d.
- Antwerp to London**—The Soho, every Sunday, at 10½ a.m.—Fares, £2 2s. 0d., and £1 12s. 6d., children under ten years of age, half-price.
- Boulogne to Dover**—The Magician.—Discontinued during the present season.
- Boulogne to Folkestone**—March 1st, 8½ a.m.; 2nd, 9 a.m.; 3rd, 9½ a.m.; 4th, 10 a.m.; 5th, 10½ a.m.; 6th, 11 a.m.; 8th, 12½ p.m.; 9th, 1 p.m.; 10th, 2 p.m.; 11th, 3 p.m.; 12th, 4 p.m.; 13th, 7 a.m. and 6 p.m.; 15th, 8½ a.m.; 16th, 9 a.m.; 17th, 9½ a.m.; 18th, 10 a.m.; 19th, 11 a.m.; 20th, 11½ a.m.; 22nd, 1 p.m.; 23rd, 1½ p.m.; 24th, 2½ p.m.; 25th, 3½ p.m.; 26th, 4½ p.m.; 27th, 7 a.m. and 6 p.m.; 29th, 8½ a.m.; 30th, 9 a.m.; 31st, 9 a.m. Fares, 8s., 6s., 4s.
- Boulogne to London**—March 7th, 8 a.m.; 13th, 10 p.m.; 21st, 3 a.m.; 27th, 10 p.m. Fares, Chief Cabin, 15s.; Fore Cabin, 10s.; Children under 10 years half price.
- Calais to Dover**—Her Majesty's Mail Packets the Onyx, Princess Alice, Dover, Violet, Garland, or Widgeon every day except Tuesday 5 a.m., to 1 p.m.
- Calais to London**—The Belfast, and Tourist, to and from London Bridge Wharf.—March 4th, 1 a.m. 7th, 4 a.m.; 11th, 5 a.m.; 13th, 10 p.m.; 18th, 1 a.m.; 21st, 4 a.m.; 25th, 6 a.m.; 27th, 10 p.m. Chief cabin 15s., Fore cabin, 10s., Children under 10 years, half-price.
- Guernsey and Jersey to Southampton**—every Tuesday, Thursday, and Sunday. Main Cabin, £1 1s.; Second Cabin, 14s.
- Hamburg to London**—March 3rd, 2 a.m.; 6th, 4 a.m.; 10th, 7 a.m.; 12th, 12 night; 17th, 2 a.m.; 20th, 4 a.m.; 24th, 7 a.m.; 26th, 12 night; 31st, 1 a.m.—Fares, Chief cabin, £4; Fore cabin, £3.
- Havre to London**—The James Watt, and Columbine—March 5th, 12½ noon 10th, 3 p.m.; 15th, 7 p.m.; 20th, 1 p.m.; 25th, 5 p.m.; 30th, 10 a.m.—Chief cabin, 30s.; Fore cabin 20s.
- Havre to Portsmouth**—Every Monday and Thursday.
- Havre to Southampton**—March 1st, 8 p.m.; 4th 9 p.m.; 8th, 3 p.m.; 11th, 5 p.m.; 15th, 7 p.m.; 18th, 9 p.m.; 22nd, 3 p.m.; 25th, 5 p.m.; 29th, 7 p.m. and April 1st, 9 p.m. Main Cabin, £1 1s.; Fore Cabin, 14s.
- Ostend to Dover**—Her Majesty's Mail Packets the Onyx, Princess Alice, Dover, Violet, Garland, or Widgeon, every Wednesday, Thursday, Sunday, and Monday, at 8 a.m.
- Ostend to London**—The Triton, Sir Edward Banks, and Menai.—March 2nd, 11 p.m.; 6th, 1 a.m.; 10th, 4 a.m.; 12th, 9 p.m.; 16th, 11 p.m.; 20th, 1 a.m.; 24th, 5 a.m.; 26th, 9 p.m.; 30th, 10 p.m. Fares, Chief cabin, £1 10s.; fore cabin, £1 5s.; Children under 10 years half price.
- Ostend to Ramsgate**—March 3rd, 9 a.m.; 6th, 5 a.m.; 10th, 7 a.m.; 13th, 8 a.m.; 17th, 9 a.m.; 20th, 5 a.m.; 24th, 8 a.m.; 27th, 8 a.m.; 31st, 9 a.m.
- Rotterdam to London**—March 3rd, 11 a.m.; 6th, 1 p.m.; 10th 7 a.m.; 13th, 7 a.m.; 17th, 10 a.m.; 20th, 12 noon; 24th, 7 a.m.; 27th, 7 a.m.; 31st, 10 a.m. Fares, Chief Cabin £2 2s.; Fore, £1 12s. 6d.



Brown 4s. 6d. per bottle.  
Pale 5s. ditto.

3s. per bottle.

10s. per doz. large bottles  
7s. " " small  
exclusive of carriage from  
London.

## "THE STANDARD OF COGNAC,"

WHICH IS THE BEST FOREIGN BRANDY.

**THE PATENT BRANDY and THE GENUINE SELTERS WATER**,  
protected by the Patent Metallic Capsule, the only sure and self-evident safeguard against  
alteration, can be obtained throughout the Kingdom at the respective prices above-mentioned at  
7, SMITHFIELD BARS, AND 96, ST. JOHN'S STREET, LONDON.

# Bridgewater Canal Swift Packets.

The following will be the ORDER of the SAILING of these Packets daily (Sundays excepted), until further notice:—

| DOWN TRIP<br>FROM MANCHESTER. | Water<br>Witch. | Regular<br>Packet.       | Swallow         | Water<br>Witch.          |      |
|-------------------------------|-----------------|--------------------------|-----------------|--------------------------|------|
|                               | A.M.<br>9 30    | P.M.<br>1 30             | P. M.<br>3 0    | P. M.<br>5 30            |      |
| Manchester .....              | 9 30            | 1 30                     | 3 0             | 5 30                     | .... |
| Broadheath (ALTRINCHAM) ..    | 10 30           | 3 15                     | 4 0             | 6 30                     | .... |
| Lymm .....                    | 11-15           | On<br>Saturdays<br>only. | 4 45            | 7 15                     | .... |
| Stockton Quay (WARRINGTON)    | 11 45           |                          | 5 15            | ....                     | .... |
| Preston Brook (CHESTER) ....  | 12 15           |                          | 5 45            | ....                     | .... |
| Runcorn .....                 | 1 0             |                          | 6 30            | ....                     | .... |
| UP TRIP<br>TO MANCHESTER.     | Water<br>Witch. | Swallow                  | Water<br>Witch. | Regular<br>Packet.       |      |
|                               | A.M.<br>7 15    | A.M.<br>8 0              | P.M.<br>1 30    | A. M.                    |      |
| Runcorn .....                 | ....            | 8 0                      | 1 30            | On<br>Saturdays<br>only. | .... |
| Preston Brook (CHESTER) ....  | ....            | 8 30                     | 2 0             |                          | .... |
| Stockton Quay (WARRINGTON)    | ....            | 9 0                      | 2 30            |                          | .... |
| Lymm .....                    | 7 15            | 9 45                     | 3 15            |                          | .... |
| Broadheath (ALTRINCHAM) ..    | 8 0             | 10 30                    | 4 0             | 10 0                     | .... |
| Manchester .....              | 9 0             | 11 30                    | 5 0             | 11 45                    | .... |

## Manchester, Chester, and North Wales.

An Omnibus leaves the Nag's Head Inn, Chester, daily (Sundays excepted), at 11 o'clock a.m., to meet the Swift Packet at Preston Brook for Manchester, and returns from thence on the arrival of the Packet which leaves Manchester at 9 30 a.m.; by which a cheap and expeditious conveyance is afforded between Manchester, Chester, and North Wales. Fares: First Cabin and Omnibus inside, 5s.; Steerage and Omnibus outside, 3s. 8d. On Saturdays, Double Tickets may be had both at Chester and Manchester, which may be used for the return trip on the Monday following. The Omnibus calls at the Queen's Head, Frodsham, for the convenience of Passengers and Parcels between Frodsham, Manchester, and Chester.

## Manchester and Warrington.

An Omnibus leaves the Lion Hotel, Warrington, twenty minutes before the arrival of the Packets at Stockton Quay. Fares between Manchester and Warrington: Best Cabin and Omnibus inside, 2s. 6d. Steerage and Omnibus outside, 1s. 8d.

Parcels for Altrincham, Runcorn, &c., booked at the Office, and Hotel Yard; and at the Book Office, Packet Station, Knott Mill, Manchester.

## The Old Quay Company's Passenger Packets.

From Manchester to Warrington and Runcorn, every Morning at 8 o'clock, and Afternoon at 2.  
 „ Warrington to Manchester..... ditto 6 „ ditto 1½.

### Swift Packets between Warrington and Runcorn.

„ Warrington to Runcorn ..... ditto 8½ o'clock, and Afternoon at 1½.  
 „ Runcorn to Warrington and Manchester ditto 10 „ „  
 „ Runcorn to Warrington only..... ditto ditto

Warrington Station for Manchester Passengers is Howley Quay; the Warrington Station for Runcorn is the Black Bear Bridge